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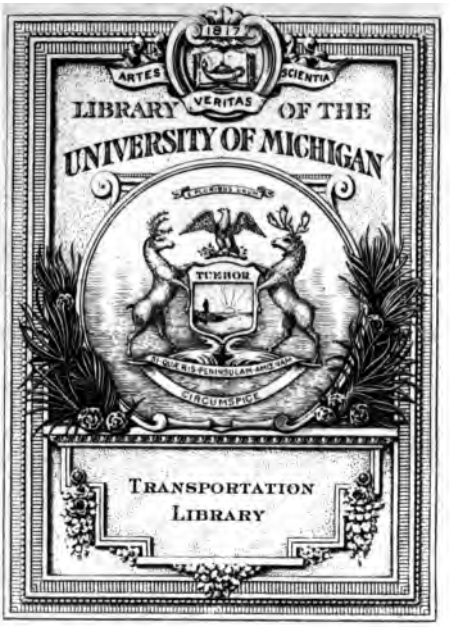

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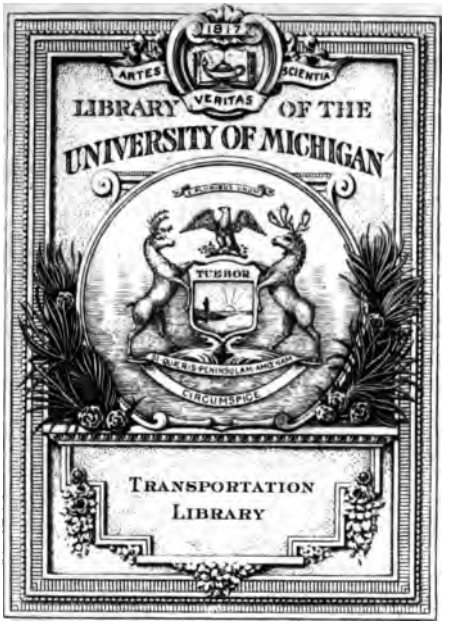

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1865.

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INTRODUCTION.

THERE are a variety of notices exhibited at Railway Stations, and there are a variety of conditions to which the trading community have to subscribe, and regulations for the observance of which the travelling public render themselves amenable, too, whilst in a blissful state of ignorance of the relative position of the contracting parties, akin to that of those sapient individuals who, taking it for granted that

"A little learning is a dangerous thing,"

and caring not to adopt the latter portion of the sentiment, thrust the enlightening volume from their sight in something like the indifferent mood of the *savan*, Budæus, who, upon receiving the notification of his residence being in flames, coolly replied, "Inform your mistress; it is her concern—you know I never interfere in domestic matters." The natural memory, unaided by art, may bring vividly to mind experiences to which these observations may not be altogether foreign. We can picture to ourselves the freighter hastily penning his signature to the document known as the declaration or consignment note, and thus binding himself to an agreement, in closely-printed letterpress, embodying subject-matter, of the nature of which he is perfectly unconscious, sufficiently elaborate for the absorption of quite a quarter of an hour.

Some irregularity or mishap occurs, entailing loss, and he, in all confidence, demands reparation; and for the first time he is visited with the mortification that he had given a pledge of which he would gladly be relieved. Besides his pecuniary loss, his business acumen is at stake. He is forced to admit, cautious, far-seeing man as he is, that in that particular case he evinced something bearing the similitude to a lack of discretion, and in the bitterness of spirit called into existence at the unpleasant idea of having been "done," he commendably determines that his future dealings will be demonstrative of his having earned for himself the reputation of being "if not a sadder," assuredly "a wiser man," nor is the vexatious sequence to a defective knowledge of matters in which the public identify themselves with Railway Companies, peculiar to the freighter: the passenger is not beyond its radius, although he may not commit himself to a written stipulation. Yet the law affecting Railways does not concede to him an exception from its operation. Certain restrictions are imposed, and he must conform to them. Publicity, untrammelled by the least reservation, is one of the undertakings devolving upon Railway Companies to legitimatize their assertion and display of authority, for the securing an efficiency of management involving a due appreciation and insurance of the rights and privileges of themselves and their clients; hence the mass of information which partially covers the station walls, information, however, of which but a remarkably limited number deem the possession of personal concern, and those few only in matters of the moment. Perhaps this is attributable to the simple reason that the principles they inculcate are distasteful, uninviting to the general traveller; or with the man of business it may be

that the perusal of the general reminders and instructions require the devotion of too many of his precious moments at times most inopportune for such a purpose, whilst in other cases the impression may have been conceived that the regulations are not strictly in accordance with law, and therefore not recognisable in a court of judicature. "Waste paper, mere waste paper" think some, and so express themselves as they append their signature to the form of contract. This mode of argument has proved a fruitful source of cavilling and litigation, and been creative of rich harvests to the lawyers.

Surprising as it may appear, upwards of £14,000,000 has been expended by Railway Companies in law only. And yet the commencement of the Railway era is of but recent date. The fallacy of the reasoning to which reference has been made, is apparent in the decisions which have been elicited from the exponents of the law, and to which we may, in the progress of this work, have frequent occasion to advert. This will doubtless render it a desideratum to the Railway official, and to the public, inasmuch as it may tend to obviate recourse to legal proceedings when circumstances do not justify it, or where there does not exist the prospect of a satisfactory adjustment of differences by appealing to the judicial tribunal; at all events, both parties can draw their own conclusions from those cases to which theirs are analagous, and be thereby aided in their deliberations as to the course which may be most conducive to the promotion of their interests.

The statist's research elucidates certain facts in exemplification of the popularity of the great iron road as a means of transport for passengers, merchandise, and quadrupeds. We glean from it the following particulars of one year's traffic:—

Passengers conveyed.....	139,193,699.	Receipts £10,376,309.
Cattle and other livestock	112,106,110.	" £501,398.
General Goods.....	Tons 25,593,996.	" £7,711,350.
Minerals.....	48,396,501.	" £4,046,061.
Parcels.....		" £1,321,631.
	Total amount of receipts	£23,956,749.

Some estimate may be hereby formed of the astonishing effect of Railway enterprise. It impresses us with an idea of its influence in the development of commeree. Surprise is awakened at the magnitude of the amount of business which it has called into being; we are reminded that it has largely contributed to the spread of capital, that it has made an important addition to the wealth of the nation, and that it has opened up a wide field for employment. In the United Kingdom upwards of £325,375,507 has been expended in the construction of Railways; 9,323 miles have been opened for traffic, and more than 150,000 persons annually employed on them. A more extended perspective reveals to us that in the world 69,072 English miles of line have been constructed and at a cost of £1,151,163,446—a vast amount of outlay, we think, but of proportionate advantage.

"Is there no nook of English ground secure
From rash assault? Schemes of retirement sown
In youth, and 'mid the busy world kept pure
As when their earliest flowers of hope were blown,
Must perish. How can they this blight endure?
And must he, too, his old delights disown,
Who scorns a false utilitarian lure
'Mid his paternal fields at random thrown?
Baffle the threat, bright scene from Orrest-head,
Given to the pausing traveller's rapturous glance;
Plead for thy peace, thou beautiful romance
Of nature: and if human hearts be dead,
Speak passing winds!—ye torrents, with your strong
And constant voice, protest against the wrong."

Such was the lament, the invocation of a late poet; but, poet-like, the sacrifice of the beautiful to the useful was sacrilege unpardonable; and the distaste to the spread of Railways was not peculiar to the poet, although originating from dissimilar views. Like in other great undertakings, its advocates had to grapple with prejudice, obstinate and expensive. However, as it was not insuperable, a revolution succeeded to the then state of things, evidencing that "we live in an age of improvement."

Before utilitarianism,

> "The dreams of old have faded;
> Their wondrous spells are o'er.
> We cannot be persuaded
> To try their power once more.
> Our wisdom now is scorning
> What our fathers deem'd a boon:
> The world's bright clouds of morning
> Have melted in her noon."

The potent agency of the Railway system to enrich and make powerful, in increasing a country's wealth and greatness, is now a conceded point: it has therefore acquired favour with all classes; indeed, among its most energetic supporters are those who were once its seemingly unyielding opponents.

The calculations to which it has been essential to make allusion, are suggestive of the necessity of diffusing a knowledge of the customs governing Railway proceedings, of the principles upon which Railway management is based, and the general usages more particularly affecting the public. That object has been fully considered in the following pages, and it is conceived that the numerous illustrations of the legality or otherwise of abstract particles of Railway legislation will be an addition of equal utility to the public and the Railway

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employé, as at some time bearing upon subjects of like concern to them, and that they may serve as a monitor in matters in the treatment of which parallel cases alone could inspire with confidence. Hints are copiously interspersed, practical advice has a space assigned to it and experiences and incidents are recorded. We would therefore fain indulge the wish that the work, as a whole, may justify the expectation of being reputed as combining the properties of an entertaining companion with those of a book of reference to the patrons of the train, and a guide and assistant to the Railway section of the world. Defects will doubtless appear to those who write,

"To let their fame
Live register'd in our printed books."

But were it otherwise, we could scarcely be so presumptuous as to adopt the aspiration—

"May this volume continue in motion,
And its pages each day be unfurl'd,
Till an ant has drunk up the ocean,
Or a tortoise has crawl'd round the world."

However, it may be capable of fulfilling its mission; and if it prove the basis of a better work, a higher gratification cannot be expected.

MONEY.

The aphorism

"Money is the root of all evil,"

was, we believe, once esteemed a "golden saying." In what it merited that distinction, we cannot divine, but might say certainly not for its truthfulness. In this age of show and "appearances," a scantiness of furniture does not indicate a lack of means; 'tis fashionable. A paucity of provision, in lieu of the weight of viands "which made the table groan," denotes gentility; and it is equally laudable in him, who, "finding it inconvenient to be poor," can reconcile himself to the doctrine which should make the avaricious pause ere he puts forth his hand to clutch the glittering coin. Contentment harmonizes with an accommodation to circumstances. "If," says Goldsmith, "you would ward off the guise of poverty, pretend to be a stranger to her, and she will at least, use you with ceremony. Hear not my advice, but that of others. If you are caught dining upon a halfpenny porringer of pea-soup and potatoes, praise the wholesomeness of your frugal repast. If you are obliged to wear some flimsy stuff in winter, be the first to remark that stuffs are much worn in Paris. If there be some irreparable defects in any part of your equipage, that cannot be concealed by all the arts of cross-legged coaxing and darning, say that neither you nor Sampson Gideon were ever very fond of dress." This is advice based on the experience of one who doubtless felt

"That gold, the sovereign queen of all below,
Friends, honour, truth, and beauty can bestow;"

and to many has been apparent the omnipotency of the "filthy lucre" in the redress of grievances—to revenge, to advocate, to vindicate, to obtain friends, to sever friendship, to make glad or sorrowful. Let a man be wronged in word or deed, be he maimed for life, or even if death ensue, its influence is manifest. There are instances of its abuse, still that it is powerful cannot be refuted; its operations may be distinguished by happiness here, and misery yonder, imparting comfort now, and anon persecuting and making wretched. Now it thunders its authority, making even intellect subservient, and royalty itself is made to bend at the world's idol.

In all important undertakings which contribute to make the British Empire great, its utility is exemplified; but without travelling beyond the limits of our province, the question is evoked, "Can it be denied that money is the primary cause to which the Railway system owes its development, its present gigantic proportions?" Withdraw that element, and the result is obvious. Render, therefore, to all things their due: enthusiasm will not carry us to the opposite extreme of the old idea familiarized by time and frequent repetition; but we cannot conceal from ourselves that money is the source of much good, and, in illustration of its indispensability for the attainment of objects at once advantageous to the individual and the community, we may instance the intending passenger tendering his coin for the ticket which will enable him to prosecute his journey. To the Railway, and indeed every traveller, therefore, we would quote, echo, and re-echo the recommendation of honest, honest Iago,

"Put money in your purse;"

To which it may not be inappropriate to add the friendly admonition—when at a station, or *en route*, be not guilty of an ostentatious display of wealth, nor exhibit anything like an approach to indifference in returning the purse to your pocket. To the ladies we would say banish for ever the exposed insecure repository for coin in front of the dress, as to the thief it proves an irresistible temptation, tantamount to an entreaty to gratify his propensity.

"Diamond, Diamond!" was the gentle rebuke of Sir Isaac Newton to his canine pet, on discovering the mutilated remains of manuscripts which had cost him years of toil, "little dost thou know the injury thou hast done!" and the unconcern evinced by some station visitors with respect to the safety of their money, is creative of the inference, that the loss of it would be borne with like philosophic complacency. Their mien implies the notion,

"Who steals my purse, steals trash;
'Tis something, nothing,
'Twas mine, 'tis his, and has been slave to thousands."

"Ah, ah!" laughs forth the man of the world, "such notions assimilate with those of the sentimentalist." The vicinity of the ticket-office aperture is not always altogether free from the presence of certain energetic individuals who are adroit in the transfer of property, and who can appreciate the precious metal at its proper standard. The vauntings of the braggart are hushed in the alarm of danger; his bravery then melts into very cowardice. The spendthrift may be gay and reckless whilst means are at command; but reverses come, and to what a care-worn, woe-begone visage is his countenance transformed. Even so with the thoughtless on whom the human shark practises his dexterity; victim-

ized, he fruitlessly searches first this pocket and then that, and despairingly looks around him, his bewilderment betraying the state of mind that would move the tongue to ejaculate,

> "Ay, where's my money? That's a puzzling query.
> It vanishes, yet neither in my purse
> Nor pocket are there any holes. 'Tis very
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Although the sale of tickets is ostensibly a ready-money transaction, and something like the Mede and Persian adherence to principle is ascribed to that formula, special circumstances may interpose to rescue the Railway functionary from the reproach of signalizing himself by a pertinacity to arrogate the thesis "There is no rule without an exception."

The interrogatory, "Who would think of obtaining a Railway ticket on credit?" may naturally present itself to the inquiring mind; but the Railway fraternity are not inexorable to the sad tale or fair promise of the moneyless petitioner, and it is not unfrequent that his sympathies are invoked by them upon whom "hard times have come at last." An outlay beyond the limits of the original provision may induce the tourist, or the man of business, to apply for protraction of the period of payment until the accomplishment of his journey, and the accommodation is usually granted, even though the party be an entire stranger, conditionally that he is in possession of luggage or articles of sufficient value to deposit as security. The mode prescribed in such cases is for the clerk to

issue the ticket in the ordinary manner, the particulars as to the nature of the pledge, the name of the owner, and the amount advanced being inserted on a way-bill, which, together with the article, is forwarded in charge of the parcels guard by the train in which the owner is conveyed. Thus is he enabled to obtain possession of his property upon payment of the company's claim (which does not exceed the amount of the fare) as soon after he reaches his destination as may be convenient to him. To the traveller who is in the dilemma of an exhausted exchequer the obligation conferred by such an arrangement as this must be infinite; but unfortunately, like other privileges, it is not exempt from abuse. Flash jewellery, and heavy boxes which owe their ponderosity to bricks or stone, are brought into requisition with the design of imposing upon the credulity of the clerk, with whom the matter is a purely personal one—an undertaking of this kind not being an incumbency but optional.

"Very light," remarked a porter, as he lifted a new trunk, the owner of which had diversified the tactics of the cute ones; "unlock it." The key was applied, but the raising of the lid did not reveal the least particle of contents; the box was literally empty. The scheme was defeated, and the owner affected astonishment and chagrin that the wrong box should have been sent from her lodgings. Inquiry, however, elicited the fact, that she had purchased it but a few minutes previously for less than a moiety of the sum for which she tendered it as a deposit. "Here is my card," quoth a man of respectable exterior; "my expenses have exceeded my expectations. I am minus the wherewith for my conveyance, but I have a watch which has been a sort of heir-loom in the family during several generations; it is

that circumstance, rather than its intrinsic value, which makes me prize it so highly. I would not part with it for forty pounds, and the fare is but forty shillings." The clerk was unsuspecting; the fare was granted. Month after month wore on; two or three letters to the owner succeeded each other, and he at length deigned a reply, couched in the form of a demand to forward the watch to his address instanter—reference to his solicitor (whose name and address he did not consider it essential to name) for instructions with regard to disposal of charges, if any, supplementing it. Further correspondence with him appearing useless, the watch was sold, the proceeds of which were not equivalent to half the amount advanced. The prosecution of a journey by the necessitous is sometimes effected by an improvised subscription among the passengers, whose ready response to the call for the alleviation of distress makes them appear as though each felt, "If my abilities were equal to my wishes, there should be neither poverty nor pain in the world." Music has had its patrons on the Railway platform. An itinerant minstrel reaches the station; the train by which he contemplates proceeding is nearly due. How, without money, would occur to many; but to him, "who can laugh at impossibilities, and say they shall be done," the difficulty is but a simple matter. Soon a song or an air on the common whistle arrests attention; listeners congregate around him; his performance over, his hat is proffered as the receptacle for the spare coin of his auditors. If the result of the collection be not equal to the fare for the entire distance, his arrangements are apposite to his circumstances. A recognition of the principle "Half a loaf is better than none" is evident; his first stage is bounded by his means; and when in transition his voice or whistle is again

made subservient to his requirements. Thus a sufficiency or more of the needful is realized to enable him to reach the destined place.

TIME.

"You find me here discoursing to the sea
Of ebbs and flows; explaining to the rocks
How from the excavating tide they win
A voice poetic, solacing, though sad,
Which, when the passionate winds revisit them,
Gives utterance to the injuries of time."

Next in importance to money to the Railway traveller is a due observance of time. We are taught to consider the iron horse, as it steams along, to be no respecter of persons, and that the efforts of the non-official to make it obedient to his will would be almost as ineffectual as an attempt to stop the course of time or tide. Hence the assumption, "Time, tide, and trains will wait for no man." And yet the disregard of that which all are aware is so essential is daily attested at the Railway station, by the disappointed looks or expression of annoyance of those who sigh for a return of by-past time, as facts demonstrate to them their having lost the train. Not a few fall into this dilemma through ignorance of a difference between Railway and local time.

And, with respect to commercial men, a very common fault exists of deferring the departure from the hotel for the Railway station to such a period as to render it uncertain whether they will reach it ere the whistle has sounded and the train started. There are ladies, too,

who may find these remarks applicable to themselves, and with either the least possible difference of time would be of moment. It cannot, therefore, be too strongly urged upon those who contemplate a journey by Railway, to compare their watches, previous to the appointed time, with the clock of the station at which they have to take the train; or if they do not adopt that precaution, they should at all events calculate upon Railway being in advance of local time, provided, of course, that they reside in the provinces.

The time bills of the Railway Companies announce a difference of from 5 minutes to 15 minutes between the latter and Greenwich time, and Greenwich time only is recognised by the Railway world. The owner of a watch may have every confidence in the precision of its movements; still, as with humanity, the consequence of a single error might be an evil of magnitude. "I," boasts one, "have a watch that will keep time to a minute." So it might, but yet not agree with Railway time. Railway clocks, even on the same line, do not agree; therefore is it that we recommend, in all cases, a comparison of time with that of the particular station whence the passenger intends starting. In measuring time by distance, it is not advisable to be too exacting on one's energies: a few minutes' latitude should be allowed for contingencies; and it will be well to bear in mind that there are stations the booking-office doors of which are closed five minutes before the prescribed time of departure of a train. In some localities we could name, the desire to be in time induces an attendance at the station nearly an hour before there is actually a necessity for it. It is not exaggerating to state that we have on an ordinary occasion observed the whole of the benches at a station filled by parties who

were awaiting the arrival of a train by which they intended proceeding, and for which they were quite an hour in advance: this extreme has not our advocacy, but we disclaim against anything that is likely to conduce to hurry and excitement, which is creative of confusion; and those who, once at least in the course of their existence might through it have taken a seat in the wrong train, and been carried as many miles to the north as they had contemplated southwards, may, equally with others whose luggage has, from a like cause, been found wanting upon the arrival of the train at the destined place, be competent to pronounce an opinion on the remarks of Mr. Warren, and the resolve to which they have allusion. "No one in a hurry," says he, "can possibly have his wits about him. A man of first-rate business talents, one who always looked so calm and tranquil that it makes oneself feel cool on a hot summer's day to see him, once told me that he was never in a hurry but once, and that was for an entire fortnight. At the commencement of his career it nearly killed him; he spoiled everything he touched, he was always breathless, and harassed, and miserable; but it did him good; he resolved never again to be in a hurry, and never was during twenty-five years." The same authority adds, "I one day observed in a Committee of the House of Commons sitting on a Railway bill, the Chief Secretary of the Company during several hours, while great interests were in jeopardy, preserve a truly admirable coolness, tranquillity, and temper, conferring on him immense advantages. His suggestions to counsel were masterly and exquisitely well timed, and by the close of the day he had triumphed. 'How is it that no one ever sees you in a hurry,' said I, as we were pacing the corridor on our way from the committee-

room. 'Because it is so expensive,' he replied with a significant smile. I shall never forget that observation, and don't you." Flurry and precipitancy may be obviated, and the risk of colds prevented by due preparation, as far as travelling equipage, &c. is concerned, at home; and that is sufficient of itself to secure consideration for the subject. Facts in every-day life reveal to us the pernicious influence of commencing a journey by Railway when the blood is overheated; and when riding with the face to the engine, the baneful effect is more certain and speedy; the velocity of the train occasions a resistance to the air which is sorely felt by any one in that position, especially when the windows are lowered, which may be calculated upon, for as a matter of course there will be travelling in the same compartment one or two individuals who, even when the thermometer indicates a temperature below zero, determine upon admitting the bracing air, and thus making so lasting an impression upon the poor victim to its freezing influence, as, at however distant a review of the journey, to occasion a tremulous sensation, as if he thought and felt

"Ah, bitter chill it was!
The owl, for all his feathers, was a-cold;
The hare limp'd trembling through the frozen grass,
And silent was the flock in woolly fold;
Numb were the beadsman's fingers while he told
His rosary, and while his frosted breath,
Like pious incense from a censer old,
Seem'd taking flight for heaven, without a death,
Past the sweet Virgin's picture, while his prayers he saith."

The offenders might not have the most remote idea of annoying their fellow passengers, nor might they cherish a thought about them or their discomfort. They

wish to breathe the air freely; but mind, generally seated with their back to the engine, and act upon a selfish impulse, thus resembling the smoking traveller, who diffuses through the carriage the exhalation of his weed in perfect unconcern as to whether it be agreeable or otherwise to the olfactory organs of those who are in immediate proximity to him.

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attention. On the first of each month a new series of time tables is published, and in certain instances an important difference distinguishes the current from the past; therefore it will not be safe to infer that because a particular train started at 1·0 last month, last week, or yesterday, a like time will be adopted for its departure on this or the next day; consequently, it is clear that there is a necessity for the inquiry applying to the case only which may be in point. The exactness which as a general rule characterizes the arrival and departure of trains inspires confidence; hence, if we make an appointment for two o'clock at a hundred miles distant, we have no misgivings as to the fulfilment of it. Notwithstanding it cannot be denied that train irregularities may have occasionally thwarted our arrangements, others can dilate on like experiences, and with the object of protecting themselves from the consequences, Railway Companies have conspicuously displayed at their places of business some such announcement as the following:—

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"Such times are subject to such alteration or change therein day by day as this, or any other Company concerned, may without notice, consider it proper to make; and this Company, and the other Companies concerned, retain the right to make any alteration or change in the times of the Trains, and to expedite or delay the meeting, dispatch, arrival, or departure of or to stop any of, or all, the trains, whenever and wherever and as long as this or any one or more of the Companies concerned may consider it proper so to do, without being respon-

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desiring to travel thereby, for such changes of time or delays of the trains, or the consequences thereof of any kind to any person whatever.

"Furthermore, this Company does not hold itself responsible for any delay, loss, or injury arising off its line, nor for the acts or defaults of other parties, nor for the correctness of times over other lines or Companies, nor for the arrival of this Company's trains for the nominally corresponding trains of any other Company."

Such are some of the conditions on which the Railway ticket is issued, but their obligation upon the passenger has been frequently tested in courts of law, and with various results. None can be more fully aware than Railway Companies that it behoves them, as well to sustain a reputation of credit as to economize the expenditure or working expenses, to exercise a due regard to punctuality in the arrival and despatch of trains; but incidents will in Railway as in other matters occasionally combat with and effectually resist the combined effect of intelligence, assiduity, and care; yet it admits not of repudiation that there are instances in which a want of presence of mind, or some act of neglect upon the part of the officials, has been productive of delay; and in cases in which the term gross can be applied, or it should really appear that serious injury has resulted from a want of regularity, the Company in fault are made to bear the consequences in the shape of a heavy fine. The decrees in suits included in the following series of examples may be taken as illustrative of the established principle upon which like cases are governed.

Delays through an unfavourable state of the weather.

Small Debts Court, Glasgow.

Johnson *v.* Edinburgh and Glasgow Railway Company. Claimant took a ticket on Saturday at Renton for

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"Furthermore, this Company does not hold itself responsible for any delay, loss, or injury arising off its line, nor for the acts or defaults of other parties, nor for the correctness of times over other lines or Companies, nor for the arrival of this Company's trains for the nominally corresponding trains of any other Company."

Such are some of the conditions on which the Railway ticket is issued, but their obligation upon the passenger has been frequently tested in courts of law, and with various results. None can be more fully aware than Railway Companies that it behoves them, as well to sustain a reputation of credit as to economize the expenditure or working expenses, to exercise a due regard to punctuality in the arrival and despatch of trains; but incidents will in Railway as in other matters occasionally combat with and effectually resist the combined effect of intelligence, assiduity, and care; yet it admits not of repudiation that there are instances in which a want of presence of mind, or some act of neglect upon the part of the officials, has been productive of delay; and in cases in which the term gross can be applied, or it should really appear that serious injury has resulted from a want of regularity, the Company in fault are made to bear the consequences in the shape of a heavy fine. The decrees in suits included in the following series of examples may be taken as illustrative of the established principle upon which like cases are governed.

Delays through an unfavourable state of the weather.

Small Debts Court, Glasgow.

Johnson *v.* Edinburgh and Glasgow Railway Company. Claimant took a ticket on Saturday at Renton for

Glasgow. Train arrived at 9·4 p.m. instead of 8·15 p.m.; consequently too late by 4 minutes to enable him to leave Glasgow for Greenock that night. He therefore hired a conveyance, or he could not have proceeded to his destination before the ensuing Monday. The amount of expenses thus incurred was now sought to be recovered. Defence, detention occasioned by action of a severe frost and fog. Engine stopped in consequence; and being an act of God, was a cause which the Railway Company could not foresee or provide for.—Verdict for defendants.

Delay through the severity of the weather and accident to a previous train.

Small Debts Court, Airdrie.

McDonald *v.* Caledonian Railway Company.

Pursuer took a ticket at Coatbridge for Stirling, his object being to proceed by the through London train, which, however, was 1 hour 23 minutes late, and therefore necessitated his hiring a conveyance, at an expense of £5, from Stirling to Dunfermline. Defence—during the period of intense frost (such as was then experienced) a more frequent and careful examination of the wheels and axles was required, and the metals were brittle and liable to break; hence it was imperative that the train should travel at less than the accustomed speed: 30 minutes were thus lost between London and Kendal, and an additional delay was occasioned by an accident to a former train at Kendal. Decree—defenders assoilzied; or, in other words, verdict for the Railway Company; the grounds of its decision being that carriers are not liable for loss or damage produced by physical causes which are irresistible, such as wind, storms,

sudden gusts of wind, lightnings, inundations, earthquakes, sudden death, or illness.

Too late for a nominally corresponding train on another Railway through an accident to a former train and engine slipping.

Justice of Peace Court, Edinburgh

Mackay *v.* Edinburgh, Perth, and Dundee Railway Company.

Pursuer (Plaintiff) arrived too late to join the Scottish North Eastern Company's last train at Perth, in consequence of the defendants' train being 50 minutes late in arrival, owing to a portion of the line being obstructed by an accident to a goods train, and the engine slipping. He was therefore prevented reaching his destination that night. Verdict for defenders, the presiding Justice remarking, a man might enter into a combination of engagements between this and China; and was the Company on whose line delay took place to be held responsible for the consequences of the non-fulfilment of them? In this case there were contingencies over which the Company had no control.

Market lost. Delay attributable to slippery state of rails, transfer of passengers, luggage, &c.

Sheriff's Court, Perth.

Johnson *v.* Scottish Central Railway.

Mr. Johnson was a passenger from Perth to Crieff, was obliged to return without effecting a purchase, the market for the sale of the animals which he required being over, the train only arriving at Crieff at 11·10 a.m. instead of 10·25 a.m. The Company's counterstatements were, the train reached Crieff at 10·50 a.m.

and the market did not really commence before 11. The delay as admitted by them was accounted for by the train slipping, and the transfer of passengers and luggage. The sheriff assoilzied the Company with costs, as he considered the pursuer's damages were in a great measure consequential.

Delay. An obstruction on the line. Neglect of due notice.

Sheriff's Court, Glasgow.

Steele and others *v.* the Edinburgh and Glasgow Railway Company.

Claimants were passengers from Glasgow to Larbert. Certain portions of a rock dislodged themselves, and impeded the free use of the line. No announcement of the obstruction made to the officials at Glasgow until after a contract had been entered into for the conveyance of a large number of passengers (among whom were claimants) to Larbert for Falkirk Tryst. Train two hours late. Claim for loss sustained thereby. Company pled that the accident was a *damnum fatale*. Verdict —damages for each, £10; the sheriff considering the Company should have given sufficient notice of the obstruction to the passengers at the time of the issue of the tickets to them, which would have relieved them of all liability.

Train late. Cause, overladen. Claim for expense of second journey.

County Court, Wakefield.

Brearly *v.* Lancashire and Yorkshire Railway Company.

The train by which Plaintiff travelled from Halifax failed to reach Kirkgate Station before 4·30 p.m., in-

stead of at the appointed time, 3·33. The registrar's office there closed before he could complete his search, and as a consequence he was obliged to make a second visit on the following Monday. Claim made for one of the journeys and extra charge, amounting on the whole to 28*s.* 2*d.* Defence, trains heavy and overladen. Verdict for the defendants, with costs, there being no proof that the detention had been wilful on their part.

Delay to a slow train.

County Court, Kingston.

Gould *v.* London and South Western Railway Company.

The train by which the plaintiff travelled was 45 minutes late in arriving at Hampton Court. The Judge, in delivering his decision that the plaintiff be nonsuited, observed, that taking into consideration that this train stopped at all stations, he could not arrive at the conclusion that the Company had been guilty of wilful or gross negligence. In consequence of the extreme difficulty of keeping time, this Company, like others, protect themselves by a notice to the following effect:—

"The times shown in these tables are those at which trains are intended to depart from the various stations, but the company cannot guarantee this time being kept under all circumstances, nor do they hold themselves responsible for delay;"

"But that would not excuse them if they had been guilty of wilful, or even gross, negligence. It does not appear that they have been guilty of either."

Time no object if journey be completed.

Small Debts Court, Glasgow.

Sinclair *v.* the Edinburgh and Glasgow Railway Company.

Owing to the late arrival of one of the above com-

pany's trains at Edinburgh, Mr. Sinclair could not return to Glasgow by the train contemplated; and the steamer by which he should have proceeded to Rothesay therefore sailed without him. There is something remarkable in this case. Mr. Sinclair returned to Glasgow on the same day and by the first possible train; but as the ticket was available for certain trains only, and not by the one in question, he was compelled to take another ticket and pay 7*s.* 10*d.* for it, to enable him to return, notwithstanding the reason of his non-compliance with conditions was through the default of the Company. The dictum of the Sheriff was to the effect that claimant had not communicated to the Company his intention of proceeding to Rothesay. He had been carried to and from Edinburgh; therefore the contract made had been performed.

Illegality of commencing a journey by Railway without previously obtaining a Ticket.

According to powers vested in them by Acts of Parliament, certain by-laws are framed and published by the respective Railway Companies; one of which, bearing upon the above subject, proclaims that

"No person will be allowed to enter any carriage used on the Railway, or to travel therein upon the Railway, without having first paid his fare and obtained a ticket. Each passenger, on payment of his fare, will be furnished with a ticket specifying the class of carriage, and the distance for which the fare has been paid; which ticket such passenger is to show when required by the guard in charge of the train, and to deliver up before leaving the Company's premises, upon demand, to the guard or other servant of the Company duly authorized to collect tickets. Any passenger not producing or delivering up his ticket as aforesaid, will be required to pay

the fare from the most distant place whence any part of the train originally started, or, in default of payment thereof, he shall forfeit and pay a sum not exceeding forty shillings."

At appointed, generally terminal, stations, passengers are requested to show their tickets, as an authority, to the guard, who stands with key in hand to admit them into the carriage. A rigid conformity to rule is therefore thus enforced; but business would be trammelled, and the trains retarded, if a like precaution was observed at all intermediate stations. It is, however, usual at many of such stations to require the production of tickets to one of the officials, whose duty it is to satisfy himself that no one passes from the booking office to the platform unless he be in possession of a ticket. Here it should be remarked, that although it may be conclusive the holder has a *bonâ-fide* claim for access to the vicinity of the train, there is not the same guarantee as in the former *régime*, nor any guarantee of the passenger not becoming the occupant of a superior class of carriage to that to which his ticket entitles him. At other stations the system is even more lax, the passenger not being subject to the least check before taking his seat. He may or he may not have a ticket; he passes on to the platform, enters the carriage, and proceeds to his destination, or to the station at which it may be appointed to examine tickets, without being challenged unless circumstances or appearance should awaken suspicion. If it be asked why, besides the saving of time, the omissions (to which we have pointed) from the regulations, should be sanctioned, indeed enjoined at particular stations, we reply that Railway Companies repose confidence to quite as great an extent in the operation of their by-laws as in the probity of the million.

Railways have added considerably to magisterial labours, the travelling public comprising some who are not over-scrupulous, parties who feel no qualms of conscience in defrauding a public company. On such, examples are, as an oft-told tale, unheeded; the prospect of a fine and exposure consequent upon a full, true, and particular account being placarded on the station walls throughout an entire railway system, are ineffectual. What care we, boast they, for the vigilance of the authorities? We can evade it. And it is just possible they may do so once, ay twice; but all things have an end. There may be a day of reckoning, and the lynx eye and tact of the official may realize to them that fact, too, at an unexpected moment.

Remarkable as it may appear, the Railway Police Superintendent's diary records in the list of delinquencies of this nature a majority of cases in which the chief actors move in good society. When retribution menaces them, the officer experiences no surprise at such pleas as "The guard put us in;" "We did not know we were in the wrong carriage;" "It was in the hurry and confusion we did it;" "We intended paying at the end of the journey," &c.; but it generally happens that there are obvious reasons for doubting the statement, and others that are equally cogent for instilling into the mind of the cleptomaniac the wholesome doctrine that "honesty is the best policy." One of the means resorted to by these cunning individuals, is to ride without a ticket to a station short of that of his destination, or the station at which tickets are appointed to be examined, and there to receive from an accomplice a ticket with which to prosecute the remainder of his journey. The distance of a hundred miles or more is thus accomplished at a cost equivalent to the

ordinary charge for a dozen, or even less, miles. Such was the practice of a leading merchant of a large port. Time rolled on "with never-ceasing flow;" and as market-day succeeded market-day, he might have been seen, accompanied by his clerk, wending his way from a certain station. His position for a time elevating him above suspicion, it doubtless appeared to him that he had struck out for himself a course that possessed the combined advantage of making cheating easy, whilst enabling him to gratify his dishonest propensity with impunity. "He had hit upon a capital expedient." It chanced, however, that in one of his tours he had a railway official for a travelling companion; although strangers, they conversed freely, and seemed to derive enjoyment from each other's society. But, on arriving at one of the stations, the merchant was joined by a young man of gentlemanlike exterior, by whom a ticket was quietly transferred to the former; the officer drew his deductions from this, and at the next station the merchant and his clerk (for such the new-comer proved to be) alighted, approached the wicket gate, and handed over their tickets to the collector. Fired with curiosity, the officer followed them, and examined the tickets, which disclosed a verification of his thoughts; both tickets bore a like impress; both were purchased at the station whence the clerk commenced his journey. The fact, therefore, was incontestible, that his quondam friend had ridden one hundred and twenty miles and paid as for seven miles only. Subsequent investigation elicited the startling disclosure that the merchant prince had, by similar disreputable means, defrauded the Company to the amount of £400; which, together with a handsome donation to an eleemosynary object, he most willingly ceded in consideration of their

abstaining from a threatened prosecution for conspiracy. We quote, as illustrative of the severe aspect in which such misdemeanours are viewed by a judicial tribunal, the case of

The Queen v. William, Robert, and Matthew ———

The report runs thus:—

At Yate, William took three tickets entitling the holders to conveyance from that station to Bristol. One of these he retained for his own use, and disposed of the remainder by delivering one to each of the other defendants, who had already ridden a considerable distance in the train which he joined at Yate, whence they all proceeded to Bristol. The Magistrates before whom they appeared inflicted a fine of forty shillings and costs upon each. One of them, in a spirit of bravado, further inculpated himself by the statement that he could well afford to pay the fine, as he had saved £200 by travelling in that way during the past year. The trio were thereupon indicted for conspiring to defraud the Midland Company of their just fare. One was mulcted in the sum of ten pounds, and the others were compelled to enter into recognizances of £100 to enter an appearance when called upon to receive judgment.

The plans of some are not so well matured; they travel the entire distance without a ticket, and then, with all imaginable effrontery, attempt a passage by the ticket collector, the usual summons "to deliver" producing the asseveration, "I was not a passenger,"—alleging as their business on the platform, "I merely came to see a friend off,"—to give the parting shake, and say "good-by, sweetheart, good-bye." Others will as unblushingly tender a fare for a portion only of their

journey, protesting, if a doubt is raised, an adherence to principle; nor do they halt at all times there. They are jealous of unsullied reputation, and sometimes produce a fellow knave who glibly recounts "what he had seen and knew," the object being to uphold the worthy's honour and veracity.

Many there are who ride to within a station or two in a superior class of carriage, and thence complete the distance in due order, as if they had not diverged from the path of rectitude. To this the *modus operandi* of professional artistes, when starting in the provinces, affords a contrast. It is more consistent and natural, and gives no cause for uncomfortable reflection, it not in the smallest degree contravening the rules of honesty. They have to maintain an appearance; the Committee of an Institute, or others, between whom and them the agreement is ratified, will assuredly accord to them the courtesy of being in attendance at the station on their arrival. Perhaps other persons who make the platform their promenade may recognise them; they will be seen alighting from a first-class carriage, and the engagement which will admit of such a luxury in travelling is creative of a favorable impression of their ability and of the high standing of expected patrons, which is a cogent incentive to them to be also present at the entertainment; for after all, revile them as we will, there is still a love of high-born associations. Why, the very democrat feels as if a few inches were added to his stature, his cheeks mantle with pride, he seems a changed man, as the noble links an arm within his or talks familiarly with him.

Conformity to popular prejudice has its advantage, and the "renowned" Company when itinerating promulgate such notions. Third-class tickets and third-

class seats serve them up to the distance between the two last stations; fresh tickets are then procured, a change of carriage takes place, and their destination is reached, not however in the humble third-class carriage, nor yet in the second—no reader, no, (extremes insure for themselves a predilection,) but in the first, with its nice cloth linings, its padded backs, and soft cushions, which combine to solace the weary, if not to make them

"The victims of luxurious ease."

From hence, then, they reconnoitre as the train glides alongside the platform, in which they are certain to receive as much respect (and why should they not?) as if their journey had been exempt from the very pardonable, because innocent deception. A clerical neighbour, observed an official, was once polite enough to volunteer a reminder of our insignificance in an exposition of his mode of arriving at a conclusion with respect to the grades of society by the class of carriage in which they travelled. We will not pledge ourselves to the adoption of his views, but must yield that they possess the novelty of being as opposite to popular opinion as the two poles are to each other. "What respectable people occupy the third-class carriages!" he remarked as he stepped back from a vehicle of that description, after shaking hands with his son: "the best of society travel in them; there's my son just off in one. For my own part, I would rather perform a journey in a third-class carriage than in a second, and would even prefer a second to a first. For whom do you meet in first-class carriages? why, only Railway officials, and they are no gentlemen." (Now the latter assertion was as destitute of truth as other portions of his observation. The Railway service comprises not

only scions of the nobility—Honorables, indeed we have heard of Right Honorables—but other persons whose birth, name, and education entitle them to that rank; nor are Railway officers in such poor circumstances as the allowance eked out to them by their employers would induce the belief of; private resources in many instances guarantee a subsistence when employment fails them.) The compliment was unexpected and unsought. We, adds our informant, bowed our thanks, informing him his courtesy bore a similitude to that of the Chartist allottee, who at a little dinner at which the vicar presided gave as a toast, "More pigs and less parsons." Whatever may have been our thoughts, charity forbids our blazoning forth the motive which impelled our censorious friend to use so timely the corrective rod, ostensibly to check the ambition of a froward mind. Pride should have a fall; and so, think some, should aspiration too.

PLATFORM TICKETS

Have been introduced at the intermediate stations of several Railway Companies, the object being an accommodation to persons parting with or meeting their friends, and to counteract the artifices of the designing cheat; but the very antidote has been employed in perpetuating the evil which it was intended to eradicate. At the booking-office door, a man is usually stationed to examine the tickets of intending passengers, and to issue tickets (termed platform tickets) for the admission of others to the platform; the regulation being, that as each person leaves the station, he must deliver to the collector a ticket of some description.

But what does the trickster do? He first obtains a train ticket from the booking clerk, and, as he passes on to the platform, applies for a platform ticket. With the former he prosecutes the forward journey, and hands over the latter to the ticket collector at the station whence he procured it, on his return. But he has then to learn that Railway Companies, in that as well as other matters, make a provision for the detection of irregularities; and that as much care is exercised in reference to that description of tickets as to others. A prescribed number is issued; and if not found to be complete after the departure of either of the trains, a different colour or mark is adopted for the succeeding train, the missing ticket, with all particulars, being recorded in a book which is appropriated to the purpose; and woe to the individual who tenders such a one; the rigours of the law are as certain to encompass him as any other delinquent.

REFUSING TO PRODUCE A TICKET.

Some passengers evince much hostility towards Railway Companies; to create annoyance to them, or to inveigle them into a law suit, no opportunity escapes them. To the hope of gain, or to the gratification of vindictive feeling, too, may frequently be traced, the source of like influence. A late Barrister was a complete pest to Railway Companies. No matter on what line, or under what circumstances, he travelled, his ticket, through some cause or other, was but seldom forthcoming; and as "he objected to pay a second time," inquiries had to be made, and the time occupied in the

investigation afforded him ample material for an action. We believe it never transpired as to whether he actually lost the tickets or wilfully disposed of them. When individual interests are opposed to them, Railway Companies have not implicit confidence in a jury; their conviction being that the members of it act upon the principle that unity is strength, and that duty necessitates them to succour the weak in their combat with the powerful; and they reason (so think Railway Companies) that they may one day require like sympathy and aid. Detention to the person is not consonant with the wishes of Railway Directors; indeed, so far from it, they recommend that the name and address of the offender or supposed offender be obtained, and unless there be cause to doubt its accuracy, to allow him to go at large. A full report is then made to head-quarters, whence instructions are derived for dealing with the case. The querulous and exacting, who court detention, "to have a pull," as they term it, "at the company," are thus baulked in their design, except in a few instances in which zeal oversteps discretion. We recollect having our slumbers disturbed at an early hour by a loud report at the door. The night porter had in custody at the station a passenger, who, upon alighting from the down mail, tendered a ticket which was in order in every respect save the date, the dating type not having been altered after the departure of the preceding train. The traveller was wroth at the interference with his freedom; and although, under other circumstances, he would have been passive, and solicited permission to spend the few dark dull hours in the waiting room, his arrival being at the unseasonable hour of two in the morning, and at that period when

> "The orphan beauties of the year
> In melancholy train appear;

Pay their last tribute to its shade,
And o'er its desolated ruins fade;
For soon the wheels of winter's icy car
Shall crush these fragments of the shatter'd year;
Ev'n now his hollow murmurs far
Proclaim the fury of his empire drear;
The echoing blast his herald blows,
His meteor torch blue tinctured glows;
For nature's sleep he weaves a snowy vest,
And soon shall rock her languid frame to rest;"—

he protested against the injustice, gave expression to his indignation in language the reverse of refined, and ere dawn approached he vociferated loudly and threatened like a Hector. The porter became alarmed; he was apprehensive he had involved himself in a sad scrape, hence the invasion of our privacy and rest. The real state of affairs occurred to us at once:—"Release him," we enjoined, "release him forthwith."

"It is the night: o'er the moon's hard brow
Live shadowy locks their darkness throw;
All evil spirits wake to wander now;
Why art thou sleeping?
Mockery of the greeting
'Good night.'
To each weary, toil-worn wight,
Now the day so sweetly closes,
Every aching brow reposes,
Peacefully till morning light,
'Good night.'"

Soon the noisy prisoner felt that he could breathe again the air of freedom. A claim followed, the moderate sum of £50 being deemed commensurate with the injury which two hours' restraint had inflicted upon him; the suit was defended, and the Company mulcted in the sum of five pounds.

Plotting, and counterplotting, keep the Railway police always on the *qui vive.* We give the following as an instance:—A person who, having been fined for travelling without a ticket, was "determined upon being a match for the Company," one of his designs was to prevail upon a companion of his to purchase a ticket for him. He proceeded as far as the collecting station, where, upon its being demanded of him, he searched and pretended he could not find it. As he was known at the station whence his journey commenced, a telegram was despatched to it inquiring if he had taken a ticket, and a reply returned in the negative. He refused to pay his fare, and was therefore summoned to appear before the magistrates. After all the evidence had been adduced, he withdrew the ticket from his pocket and handed it to the magistrate, who informed him the production was too late, and the full penalty, with costs, was inflicted; and as he had employed a legal advocate, it might rightly be said that he had paid rather dearly for his whistle.

THE PURCHASE OF THE RAILWAY TICKET.

To prevent over-crowding at the aperture through which the tickets are issued, and to facilitate the duties of the booking clerk, a barrier is at some stations erected in front of it, sufficiently distant for the admission before it of one passenger at a time. Where there is an absence of such a requisite, much confusion is likely to ensue, as crowds throng about it, each being eager to get served first. It is at all times essential to

be prepared with the proper fare; the occasion will not allow of inquiries; it is excessively inconvenient to the clerk to have to give change; hence there are ticket offices on which the request is inscribed—

"Have your change ready, or tickets cannot be supplied to you."

It frequently happens that persons present themselves at the ticket office perplexing the clerk with a long string of questions which might have been propounded at a less busy time, and others which should not have been asked at all, consequently engrossing much of the clerk's time when most valuable; and, as a result, the booking clerk loses the reputation of being blessed with an equanimity of temper. A voluble lady now engages his attention: what matters it to her if those of Her Majesty's lieges behind her are impatient to negociate for their conveyance? she came for information, and she must have it. The train is due; every minute is full sixty seconds, and appears even more. The good temper of the crowd ceases; its components become clamorous; and yet in the same slow quiet tone which marked the first inquiries, our tedious friend gives utterance in cadence sweet to others of like moment:—"At what time does the train leave? When will it arrive? Have we to change carriages? Do you think it will be late? What is the time now? Will the train soon be here? What is the distance? Can you give change? But never mind; I think I can manage without it. Let me see; one, two, three, four, five; here's five shillings—how much more? Ah, one and two pence, just so; one and two pence—let me see, one and two pence, are you right? Ah, five shillings and one and two pence make six and two pence. I think now (after emptying her pockets,

taking out the contents singly) I must trouble you for change—that is, unless you can take less, as I have but six shillings and a penny. Well, if you are so hard, I must ask you to give me the change out of a sovereign." What a relief, thinks the clerk, as she makes room for the next. Soon, however, her melodious voice is heard screaming at its height that she wants two pence more; and in her efforts to get back to her former place, she brings business to a stand. The superintendent now takes the lady in hand, and after some difficulty convinces her that the clerk's calculation was correct. As fate will have it, she mistakes the up for the down platform, and the train moves off without her. Imagine then the consternation of the clerk, as in the first object that meets his view, on his drawing back the slide to commence operations for the forthcoming train, he beholds his feminine tormentor, who, after descanting on her troubles, consequent upon being left behind, resumes her prolixity at question number one of the first series, and proceeds, with slight variations, through the list.

EXAMINE YOUR TICKETS AND CHANGE BEFORE LEAVING THE COUNTER.

Passengers generally find staring them in the face where they apply for their tickets, the recommendation to satisfy themselves, before leaving the counter at which they are served, that the tickets supplied to them and the change, if any, are correct; a caution constituting an addendum to the notice, to the effect that no subsequent claim in reference thereto will be recognised,

Herein is advice which, if adhered to, might save much bickering, many unjust complaints, and be conducive to the timely adjustment of differences. It is not of rare occurrence that passengers forget their change; and the next in succession, perhaps not being over scrupulous, may be guided by the famed old plan

> "That he should take who has the power,
> And he should keep who can."

The crush favours his design, and the few coppers, shillings, or pounds are quickly confided to his own safe keeping. The owner subsequently discovers his neglect, and the assurance that the change was fully rendered provokes a rejoinder stigmatizing the clerk with an epithet implying dishonesty; the clerk protests against the imputation, and neither entertains a favorable opinion of the other's integrity. There are, in the motley arrivals by train, individuals who manifest a state of bewilderment when called upon to show their tickets, first searching in this pocket, and then in that, and eventually arriving at the conclusion that they had not obtained one when they paid their fare; whereas in truth they had dropped it or left it on the counter, and thus unconsciously tempted a fellow traveller to appropriate it to his own immediate behoof. The flurried state of not a few applicants for tickets makes it appear as though their passage over the threshold of the booking office had deprived them of all mastery of themselves; an aberration of mind for the time, at least, is palpable—depositing their money here, their tickets there, and risking the loss of both. Much dissatisfaction and unpleasantness are thus caused, and the deportment of some on such occasions meets with

a striking contrast, in quiet demeanour and forbearance, to the gentleman in authority, who is evidently aware that

> "Calmness is a just advantage. He that lets
> Another chafe, may warm him at his fire,
> Mark all his wanderings, and enjoy his frets,
> As cunning fencers suffer heat to tire."

The utter disregard of the enraged passenger for the feelings of the clerk, the contumely and invective showered at, and the menaces launched forth against him, render an evenness of temper a desideratum; indeed, to railway officials in general it is a valuable acquisition.

> "Be calm in arguing, for fierceness makes
> Error a fault, and truth discourtesy."

And it is well for him if he has not lost all sensibility, and is in such an enviable state of complacency as to be able to reason with himself—

> "Why should I feel another man's mistakes
> More than his sickness and his poverty?
> In love I should; but anger is not love
> Nor wisdom."

It is not always advisable to give full scope to the will. If the disputant be a Railway official, he will derive no gain by it. Inflammatory thoughts and words produce their like, and an enemy is soon made of him who by judicious treatment might have been conciliated. That which might be interpreted as a want of spirit and cowardice in other people is enforced as a condition upon the *employé* of a public company. He must not indulge in rejoinders to intemperate language and unjust aspersions. "If," remarked a superintendent to a

subordinate who had complained to him of a passenger having made him writhe under a splenetic application of choice Billingsgate—"if you are so thin-skinned and sensitive as to feel aggrieved at such trifles, you are not fit for the Railway service." There are perhaps Railway officers who have swum in a smooth unruffled stream, who have not been subjected to vituperation and undeserved opprobrium; but exceptions of that nature are rare. An intending passenger mislays his ticket, misses it before starting, returns to the booking clerk, and accuses him of not having issued one to him. Probably, after a quotation in extenso of the vocabulary of hard names and expletives irreconcilable and unpalatable, the oft-repeated suggestions of the superintendent for a minute search of papers and books contained in the pockets of the complainant is ultimately acted upon, and with a successful issue, the discovery giving rise to such an exclamation as "Dear me, who would have thought it!" in lieu of an apology or expression of regret. What matters it to the libeller?—the ticket has been found, and irrespective of any admission or retractation on his part, if certain emotions have been excited by an unfounded charge, they will naturally subside as the clear conscience is made manifest.

CHILDREN.

The regulations for the conveyance of children enable those who are under three years of age to travel free; and those who have attained to three, or any age ranging between that and twelve, at half the adult fare. This privilege possesses the property of clipping time

of its wings. The travelling child of non-computable fare, like other children, grows in height and size and strength, and its powers of locomotion make it independent of assistance; but upon its days reaching a limit approximating to the prescribed exemption, the little pet once more experiences mild gentle treatment, akin to that of weak and helpless infancy. Its age for the nonce is at a stand. But certain bounds exceeded, girlhood or boyhood ensues; but the dozen years and teens, like the date coeval with the *début* on the stage of life of spinsters of mature years, is surrounded by a halo of doubt, and, like them, parents make the age subservient to circumstances.

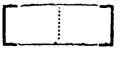
A fond mamma, who evinces even more, if possible, than maternal affection and care for her olive-branch, may occasionally be seen emerging from a train, an amplitude of shawl wrapped so snugly around the tender fledgling as to defy the intrusion of the piercing east wind, the nipping frost, or the scorching rays of the sun. We will not hazard an opinion as to whether a ticket-collector has the organ of "philoprogenitiveness" or "inquisitiveness" most in the ascendant, or whether to the combined influence of the two may be ascribed his mode of procedure, as the mother and her charge come into contiguity with him; but he, "if he be a zealous officer," has evidently a penchant for unceremoniously disarranging, the nicely-adjusted folds of baby's covering, heedless of course of the effect of his rude assumption. Baby himself, aroused from his slumbers, might in a succession of notes in the highest key proclaim the intrusion upon his privacy a crying shame; and strange enough, proud and ready as a mother is generally to accredit even fulsome panegyrics on her child, the outburst of feeling "What a remarkably fine child for its age!" of the

admiring official is met by a contemptuous look, and is provocative of chagrin and anger not easily suppressed.

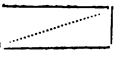
Why, I never paid for him before, is the almost invariable reponse to the unpleasant intimation that the child must no longer be considered a nonentity; and eventually it is cautiously admitted that he has "but just turned three," although appearances indicate that two or even more years might be added thereto without prejudice to his proportions. Parents cling to the half-fare term with wonderful tenacity, particularly if the child be of diminutive stature, two or three years being allowed to roll on beyond it ere they entirely abandon the design of defrauding Time and Railway Companies of their due.

A peculiar whine or restlessness within the shawl has, ere now, been the means of detecting a similar attempt to that described, of smuggling a dog, the object being to evade payment for its conveyance.

As tickets are not printed expressly for children, the system is either to issue a whole (or adult's) ticket, the word "child" being previously written on the back of it, or to cut the ticket through and issue the half bearing the printed number first, the number being at the time transcribed to the left half, which will be disposed of for the next child passenger booked to the same station. The ticket for the single journey is divided thus—



and the return ticket is cut diagonally thus.



CHILDREN UNACCOMPANIED BY FRIENDS OR ATTENDANTS.

"When a' ither bairnies are hush'd to their hame
By aunty or cousin or frecky grand-dame,
Wha stan's last and lanely an naebody carin?
'Tis the poor doited loonie, the mitherless bairn."

It is not of rare occurrence for children of tender years to be despatched by a train without an attendant; and perhaps, more frequently than otherwise, no difficulty arises from the arrangement. But there are occasions when attention is arrested by the piteous sobbing of some poor forlorn little creature. Other passengers have alighted from the train, and the movements of those he takes for his guidance, alighting too. When on the platform, he glances at this one, and then on that, in the expectation of a recognition; but as one after another of the passengers leave the station, heedless of him, and no familiar face being traceable, he feels his loneliness, and childlike weeps forth his sadness. Doubtless there are but few superintendents who have not witnessed some example of the effects of sending children by themselves. One of these cases which came under our notice was that of a little girl of but about three summers, whom a porter had discovered asleep in the corner of a carriage which had been detached from a train at an intermediate station. Her face was still bedewed with tears, the sobbing had but just subsided. The effect of fatigue upon the hard-working frame was here produced by grief and the tedium of the journey. Care could no longer avert slumber; she slept, but not for long. The child's destination and other particulars were to be obtained, and by a few gentle shakes she was awakened; but a lisping impediment prevented the

articulation of her name or address; no information could be supplied by her. The superintendent therefore took charge of her, and for a few days she became the inmate of his home and the playmate of his children. A newspaper report eventually led to the recovery by the anxious parents of their lost one. It seems she had been on a visit to an aunt, who, previous to sending her home, had duly advised the parents of the train by which she would travel. And they drove a distance of some four or five miles to the station at which she should have alighted, to meet her; but the child not arriving, they returned home under the impression that the original plan had been altered. The next day a similar fruitless journey was made to the station, and a letter was next posted to the aunt, and the purport of her reply was, as might be expected, creative of all the anguish of mind peculiar to an anxious parent under such circumstances. Luckily the newspaper was put into their hands, which conveyed the welcome intelligence of the whereabouts of the child, who was upwards of a hundred miles from home.

Ere now we have seen a crowd with gaping mouths and a risible expression of countenance, evincing much delight at the sight of an urchin to whose dress a label some six inches square had been stitched, containing the name, destination, and route of the youthful traveller. Ludicrous as it may appear to direct a child in the same style as a bale of goods, it cannot be denied that it is a plan which should commend itself to all persons who may have occasion to send a child, unattended, by Railway. This is not a new idea, but it is not so generally adopted as it deserves. The further precaution should also be observed of confiding the child to the care of one of the guards of the train.

REFUSAL TO RETURN A TICKET TO A RAILWAY COMPANY

ON THE COMPLETION OF THE JOURNEY FOR WHICH IT WAS ISSUED.

There is a belief current among travellers, that immediately a person becomes the possessor of a railway ticket it is his property, and that the return of it to the Company is optional; and some have been foolish enough to make that argument the basis of action in reference to the disposal of them, some tearing them up and throwing them in their atomic form to the wind, whilst others have demanded to pass through the station boundary gate without parting with them. Why this stickling for trifles, is a problem seemingly too difficult for solution, although it is usually asserted, "We do it upon principle." Now, the use of the ticket is to prove to the servants of the Company over whose line the holder has been carried that he had prepaid his fare. The amount paid by a passenger is simply for his conveyance, and does not include a charge for the ticket; therefore, it being the property of the Company, they have, upon the fulfilment of their contract, a legitimate right to claim for its being returned to them. One of the Great Western Railway Company's notices of conviction, dated 4th July, 1863, involves a decision confirmatory of that formula. The document in question purports that William Evans was summoned before the magistrates at Swansea for refusing to give up his ticket on the 30th June, and was fined 15*s.* including costs, or in default to be imprisoned for 14 days.

RETURN TICKETS

Are as a general rule available on the date of transfer to passengers; but when issued on Saturdays they are also recognised on either of the two succeeding days; those lines of course on which there is no Sunday travelling excepted, as far as regards Sunday. In some cases of long distances, through bookings and other causes peculiar to certain localities, the period is extended. We quote, in illustration, the regulations in operation on some of the principal railways.

Great Eastern Railway.—To and from Bishopsgate, and Stations exceeding a distance of 50 miles from London, available to the last night train of the day succeeding that of issue.

Those issued on Friday, for a distance in excess of 20 miles, are available for any day previous to or including the following Monday.

Great Northern Railway.—To and from King's Cross, and Stations between Arlesey, Nottingham, and Rossington inclusive, and all stations on the Lincolnshire lines, available to the last night train of the day succeeding that of the issue.

To and from King's Cross and Sheffield, and stations west of Sheffield, Doncaster, Hull, Knottingley and Great Northern stations west of Knottingley, and as far as York inclusive, available to and including the last night train of third day, including the date of issue.

Market tickets are issued on market days between certain stations on this railway, at two single third-class fares; and market tickets, the holders of which have to ride in open fourth-class carriages, at one third-class fare for the double journey, are also issued on market and fair-days, available, of course, for one day only.

Great Western.—To and from London, and stations between Loudwater and Thame inclusive; Twyford, stations north and west of Twyford, West Midland, and Bristol and Exeter stations; Llansamlet and intermediate stations to Newnham,

both inclusive, on the South Wales Railway, and to and from the principal stations on the South Wales Railway, and Worcester, Birmingham, and Bristol, and *vice versa*, available to the last night train of the day following that of the issue.

London to Gobowen, Oswestry, stations north of Gobowen, Swansea, Llandore and intermediate stations to New Milford, inclusive; stations on the North and South Devon and Cornwall Railways; stations between Hereford and Condover, both inclusive;—

From Reading and Windsor to stations on the North and South Devon Railways, and from the principal stations on the South Wales Railway to stations north of Birmingham, and *vice versa*, available for three days including the date of issue.

Return Tickets issued on Friday to and from London and West Midland stations, except Hereford and stations beyond it; and to and from London, Yeovil, and intermediate stations to Weymouth, inclusive; Warminster, and intermediate stations to Salisbury, inclusive; Bristol, and all stations on the Bristol and Exeter Railway, available to and including the last night train of the ensuing Monday.

Between Great Western stations, and Cork *viâ* Bristol, and Waterford, Limerick, and Kilkenny, &c. *viâ* New Milford; the Channel Islands *viâ* Weymouth, and Ireland *viâ* Holyhead and Liverpool, available for one calendar month, including date of issue and return.

Between Tenby and stations on the South Wales division, available for fourteen days, inclusive of date of issue.

London, Brighton, and South Coast Railway.—Return tickets issued on Friday, available to the last night's trains on the following Monday. Third-class return tickets are issued for stations on this line.

London and North Western.—Return tickets issued on Fridays are available to, and including the last night train of the following Sunday.

To and from London and *Liverpool, Manchester, Huddersfield, and Chester and Holyhead Railways; Ashton, Oldham, Stockport, and stations beyond Alderly, Warrington and Chester, inclusive, and stations south of Preston, Welchpool, Newton, and Llanidloes.*

Cambridge to Liverpool or Manchester, London to York, Hull, or Midland stations north of Sheffield, or *vice versa*, available for two days succeeding that of the issue.

From London to stations situated between those bounded by the asterisks and Rugby inclusive; from London to stations on the Shropshire Union, Shrewsbury and Hereford, Coalport, South Stafford, Rugby and Stamford, Northampton and Peterborough, Bedford and Bletchley, and Bedford and Cambridge lines; and to Wolverhampton, Birmingham, Leamington, Coventry, Aylesbury, Oxford, Banbury, Ampthill, Northampton and Market Harborough, and *vice versa*, available to and inclusive of the day following that of the issue.

London to and from stations, north of Carlisle, available for 8 days, including date of issue.

London to and from stations on the North Eastern Railway, north and south of Newcastle, including Berwick, available for 6 days, including date of issue.

London to and from Ralton, Ripon, Scarboro', Thirsk, Whitby, and North Eastern stations, to and inclusive of Newcastle, also to and from Lancaster, and intermediate stations to Carlisle, available for 4 days, including date of issue.

London to and from stations, north of Sheffield, also North Eastern stations up to Beverley, available for 3 days including date of issue.

London and South Western.—When the distance exceeds 60 miles; also between London and Guildford, Godalming, Ash, Tongham, Farnborough, Bracknell, Wokingham, Reading, Basingstoke, and stations on the direct Portsmouth line, available up to and including the evening of the day succeeding that of the issue.

Return tickets issued on Friday, for a distance exceeding 20 miles, are available to and inclusive of the following Monday night's mail train.

Return tickets to London from Ryde and Cowes, and *vice versa*, are available for 4 days including the date of issue.

London to Jersey and Guernsey, *vid* Southampton; Paris, *vid* Southampton and Havre, available for a calendar month.

Market tickets are issued to certain stations on this line.

Midland—Bristol, Worcester, and Birmingham, to and from

the principal stations on the South Wales Railway, available for two days. Stations north of Birmingham, available for three days.

Market tickets are issued to and from certain stations on this line.

Waterford and Limerick.—Between any two of the stations, available by any train on the same or the day succeeding that of the issue. When the distance exceeds 100 miles, they are available to and including the ensuing Monday.

Limerick and Ennis.—Available to the last night train of the day succeeding that of the issue.

Waterford and Kilkenny.—When the distance exceeds 50 miles, available on the same or following day.

If the distance exceeds 100 miles, the period is extended to the third day, including that of the issue.

Scottish Central.—Return tickets issued after 3·0 p.m., Friday, available to Monday night (Sunday excepted).

South Devon.—Bristol to Plymouth and *vice versa*, available to and inclusive of the day succeeding that on which issued.

It is not competent for passengers holding return tickets to alight at an intermediate station, and proceed by a subsequent train with the same ticket.

Ordinary return tickets are not recognisable by express, nor are third-class return tickets by any save third-class trains; therefore, in order to proceed by a train to which his ticket does not entitle him, the passenger should deliver it up, pay the difference of fare, and receive in exchange thereof an "excess ticket," or have re-issued to him his original ticket, after it has been indorsed, or impressed with the stamp applicable in such cases, previous to starting on the back journey.

The regulations having reference to the express and ordinary trains do not apply to the Midland Railway, on which the fares by trains of both descriptions are alike.

Cases of fraud are sometimes perpetrated by parties, who have occasion to travel a certain distance, taking a ticket to an intermediate station, and on arrival at which obtaining a single ticket to complete the forward journey. Thus far his proceedings do not appear favorable to his own interests; but on the back journey he omits to provide himself with a ticket for the same distance, and therefore accomplishes the entire homeward ride with the return ticket. The amount thus gained is generally so trifling, it is a matter of surprise that for so paltry a consideration the travelling public should include the large number who risk their reputation and liberty; as their nefarious practices do not always escape the penetrating eye of the Railway official.

Return tickets which are not used within the prescribed time are liable to forfeiture.

Competition or other peculiar circumstances sometimes render necessary the framing a lower rate for the greater distance; hence the holder of a return ticket which is issued under such circumstances will, upon alighting at a station short of his destination, not only have to forfeit the ticket, but to pay the difference between the amount originally paid and the ordinary single fare.

On certain lines the regulation is that such sum be paid as would, if added to the original amount, be equivalent to the fare chargeable to the station at which the passenger alighted.

And on other Railways the demand would be for the single fare between the station at which the passenger left the train and that specified on the ticket.

These conditions have been the subject of litigation and with different results.

In the suit of the Scottish North Eastern Railway

Company *v.* Lucas. The sheriff decreed for the amount claimed by the Company, and expenses, he considering the regulation was within the competency of the Company, and the terms of it conclusive to the case. The particulars are these:—A return ticket was procured at Perth for Arbroath and back; but, instead of returning to Perth, defendant alighted on the homeward journey at Meigle, and tendered the amount of the single fare as between that station and Perth; but the Company demanded the single fares from Perth to Arbroath and Arbroath to Meigle, less the amount originally paid for the return ticket.

An adverse decision was recorded in the case Hibbert *v.* the Manchester, South Junction, and Altrinchan Railway Company. Claimant, who held a return ticket from Manchester to Lynn and back, alighted at Sale, an intermediate station. A demand was made, and paid by him, for the single fare from Lynn to Sale, and he now sought to recover such amount. Verdict for plaintiff.

Apropos to this suit, though affecting the single ticket holder, is that of the Queen *v.* Frere. The Eastern Union Railway Company had undertaken the conveyance of a passenger from Colchester to Norwich, a distance of 62¼ miles for 5*s.*, the fare at the same time from Colchester to Diss (43¾ miles) being 7*s.* Defendant procured a ticket at Colchester for Norwich, but alighted at Diss. In the investigation by the Magistrates to whom the matter was first submitted, the Company obtained a conviction, which was, however, quashed by the Court of Queen's Bench.

PARLIAMENTARY VOTERS.

As the payment of Voters' fares to and from the

place of election is, under the existing law, authorised to be made by the candidates, special arrangements in connection therewith are in operation, by which the elector can be passed over one or more lines as circumstances may require.

The regulations to be observed enjoin the procuration of a book or books of "candidate's orders" by the candidate from the Secretary or Traffic Manager of the Railway which is in, or contiguous to, the locality where the election takes place.

To obtain the supply, application must first be made to one of those officers, for a candidate's requisition, which, after signature and the blank places being filled in, must be returned, together with the amount chargeable for the books, which are furnished at the rate of 1*s.* for 25 orders.

FORM OF REQUISITION.

_____

_____ 18

To the Manager of the Railway Company.

_____

_____ Election.

Sir,

I request to be supplied with_____ Books of Candidate's Orders, containing*_____ each, according to the Company's regulations as stated below, and I undertake that none of the Orders shall be used except for the purpose of obtaining conveyance by Railway of the Voters to or from the above-named Election.

Your obedient Servant,

_____

* 25 or 50

The regulations alluded to are—that the charge for the books is in addition to the fares; that the amount paid for them will be refunded for all that are returned intact; that the fares will be the same as for ordinary passengers, according to the class of carriage or description of train by which the voter travels; and that the amount due on account of the tickets issued upon the candidate's orders must be paid within a month after a statement has been rendered.

CANDIDATE'S ORDER.

No. _____ 186

_____ Election.

To the _____ Railway Company.

Allow Mr. _____ on his signing his name across this Order to have a _____ class* ticket from _____ station to _____ station, for the cost of which I will be responsible to you.

Signed _____

The order has to be presented to the booking clerk at the station at which the journey is commenced, and a voter's ticket is issued to the elector in exchange for it.

VOTER'S TICKET.

_____ Railway

From _____ 186

To _____

Available for return within _____ days

_____ class

Not transferable.

* State if single or return.

The forward and backward journey must be accomplished within a given time, according to distance.

If not exceeding 100 Miles—within three days	}	Including date of issue.
If exceeding 100 Miles— " five "		

Is is of course useless to tender a candidate's order after the date of the election.

LOST TICKETS.

The generosity of a railway officer is often appealed to by passengers who have lost their tickets; but there are many mis-statements which come under his notice. The usual course, therefore, is for him to require payment of the fare chargeable for the distance between the station whence the train was originally started and the station at which the passenger alighted, unless there be an intermediate station at which the examination of tickets is appointed to be made, when the charge would be calculated from that point.

When a passenger reports the loss of his ticket, inquiries are made, by telegram or otherwise, as to the number of the first and last tickets of the same class as that referred to, issued for the particular train at the station whence the passenger alleges he commenced the journey; and a comparison of the reply with the tickets collected will be convincing as to the accuracy, or otherwise, of the assertion. Until such seemingly confirmatory evidence is obtained (if the statement of the passenger is not accredited), or if from any special reason the fare is re-demanded, there is no alternative but to pay, and at the same time to formally claim for

the restoration of the amount of the second payment. On some of the lines there are forms in existence for that purpose, termed the

CLAIM FOR RETURN-FARE FORM.

Name & Address of Claimant.	Particulars as to Journey.				Particulars as to Ticket.		
	Date.	Train.	From	To	No.	Class.	Description.
A	B	C	D	E	F	G	H

Payments.			Grounds of Claim and amount of same.	Tickets of the same class issued by above Train to—— Station. Consecutive Nos.		
Where made.	Amount.			No.	From	To
I	J		K	L	M	N

_____ Claimant's Signature

_____ Signature of Booking Clerk

O Amount to be refunded, £

_____ Signature.

P Received 186 the sum of £

_____ Signature of Claimant.

EXPLANATORY NOTES.

C. The time appointed for the starting of the train from the terminal station must appear in this column.

F. In this must be entered the number borne on the ticket if it be known to the passenger.

It is advisable that each passenger make a memorandum of the number of the ticket, either preparatory to starting or in the course of the journey.

H. State here if the lost ticket was an ordinary single, an ordinary return, an express single, an express return, or an excursion train.

I. Insert here the name of the station at which the ticket was taken, and the name of the station at which the subsequent payment was made.

K. Some such remarks as these must be written by claimant. "Ticket lost. I had therefore to pay my fare again, and now claim £——."

The claimant has now to leave the form with the Superintendent or booking clerk, who acts with it in accordance with regulations, and in the course of a few days it is made known to him if his claim is allowed or rejected.

L, M, and N. The particulars in these columns have to be supplied by the booking clerk by whom the tickets for the train to which the claim has reference were issued.

O. The remission of charges generally rests with the Traffic Manager, whose signature has to be appended to the certificate for allowance.

In the absence of such form as the above, it is essential that the party claiming give as lucid a statement as possible to the Superintendent or Secretary of the Railway Company upon whom he makes the demand.

TAKING YOUR SEAT IN THE TRAIN.

It is highly necessary that passengers, especially those who are unacquainted with the ins and outs of the station whence the departure is contemplated, should, previous to taking their seat in a train, obtain from one

of the officials information as to the platform whence it is appointed the train should start; and, furthermore, that they make inquiry relative to the particular train by which their tickets authorise their prosecuting their journey; as, if they get into the first train that offers itself, they may become the occupants of an express, instead of an ordinary one, and the ride be made more expensive than anticipated; or they may be wafted far beyond their destination, as the stoppages to express trains are limited to about a third of those of the others; and the unlucky passenger might, as the train dashes by with electric velocity, experience the chagrin consequent on a momentary glance at the station at which he should have alighted; or he might discover, when too late, that the train is hurrying forward to an opposite point of the compass to that for which he should have steered. We remember a gentleman being similarly circumstanced. It was night when he joined the train; he had taken part in a volunteer review, and might have been fatigued therefrom. However, seating himself snugly in one corner of the carriage, he yielded to the potency of sleep, and was unconsciously carried some hundred and fifty miles westward; whereas his course lay about equi-distant in an easterly direction. Railway officials have witnessed many ludicrous incidents, and have been made cognizable of serious perplexities through kindred errors. Mistakes, too, occur at times owing to passengers wrongly distinguishing trains. "When," inquires one, "will the up train be due?" another, "When will the up train start?" and a third, "From which platform will the up train depart?" when the down train is really meant. The reply is given, and the man in search of knowledge has the mortification of soon after discovering that he has seen

the particular train move off without him, or he may step into the carriage which is parallel with the wrong platform. To obviate the inconvenience attendant on such blunders, passengers would, in their inquiries, do well by confining their display of knowledge of railway phraseology to the name of the station for which they are destined.

It may not be altogether irrelevant to the subject, to suggest the importance of the journey being commenced and concluded legitimately as regards the class of carriage; thoughtlessness in that respect may brand the offender with dishonesty, and entail upon him an infinitude of trouble and expense.

FARES.

By "7 & 8 Vic., cap. 85, s. 6," it is enacted that by means of one train at least on every week day (Christmas Day and Good Friday excepted) every Railway Company shall provide for the conveyance of third-class passengers to and from the termini, and other ordinary passenger stations, at a fare not exceeding 1*d.* per mile, and at a speed of not less than twelve miles per hour for the entire distance, including stoppages; such train taking up and setting down passengers, if required, at every passenger station which it shall pass on the line. The carriages to be provided with seats and protected from the weather, unless (s. 8) the Board of Trade might think fit, in any particular case, to dispense with such conditions. (s. 10) Those Companies who run trains on Sundays must provide sufficient carriages for the conveyance of third-class passengers, at the termini

and other stations at which such Sunday trains as stop at the greatest number of stations may ordinarily call, the fare being as on week days.

Railway Companies are generally empowered to charge 3*d.* per mile for other than third class passengers, and are authorised to compute the fares as for a minimum distance of four, five, or six miles; but acting on the principle, that it would not be politic to exercise their full powers, they modify their charges; on some lines the ordinary third-class fare varying from 1*d.* downwards per mile. However, as a general rule, the rates are computed in accordance with the following scale:—

	d.
First Class ordinary single, per mile	2·1
Second Class	1·575
Third Class...	1
First Class ordinary return	3·63*
Second Class	2·73*
First Class Express single	2·625
Second Class	1·837
First Class Express return	4·53*
Second Class	3·18*

It is matter of surprise to many that Railway Companies, who must be conversant with the difference in the cost of the various class of carriages, the expenses incidental to their repairs, and the space afforded by each, should not as a general rule devote more of their consideration to the cultivation of the inferior class of passenger traffic. The first-class carriage is more costly, the repairs more expensive, and the space more limited.

* Virtually two miles, the entire fare for the forward and backward journeys being arrived at by multiplying the rate by the distance between the two stations to which it is applicable; hence, assuming the distance to be 12 miles in each direction, the product of 3·63 multiplied by 12 would be the first-class ordinary return fare for the 24 miles.

Contrast, for example, the value and capabilities of the several kinds of carriages in use on the broad-gauge railway.

A 1st-class carriage	costs from	£550 to £650,	& affords space for	32	passengers.		
A 2nd	,,	,,	,,	£400	,,	,,	60 to 72 ,,
A 3rd	,,	,,	,,	£280	,,	,,	84 to 96 ,,

Fares for Commissioned, Military, Marine, Naval, and Police Officers, 2*d.* per mile; such passengers being allowed to travel in a first-class carriage.

Fares for Non-commissioned Officers, and Privates, Military, Marine, Naval, and Police, and Government Emigrants, 1*d.* per mile. They are entitled to travel in covered carriages by such trains as have 2rd or 3rd class carriages attached to them.

The same rates are chargeable for the wife, widow, or child of twelve years of age and upwards, of a soldier who is entitled to be conveyed at the public expense. Soldiers' children under three years of age are carried free; and those whose ages range between three and twelve, at half the adult fare.

Officers and soldiers are required, on applying for their ticket, to produce their route; the police, their cards specifying their names, and stating that they are travelling on business connected with their duties, and emigrants their order signed by the Government Emigration Officer. When the fares are to be debited to the War Office, a document termed a "Railway warrant" is tendered and received in payment, in lieu of cash; and application afterwards made to the War Department for the amount due thereon, one warrant serving for one man or for a regiment, according as authorised by it; and in like manner the ticket, known as a soldier's ticket, issued for their conveyance, may be filled in for one or many.

Volunteers and Militiamen are, when travelling on duty, charged at the military rates.

SHIPWRECKED MARINERS.

These have to present a warrant bearing the signature of the Agent of the Shipwrecked Mariners' Benevolent Society, specifying the destination, name of ship to which they belonged, &c.; and receive in exchange for it a ticket similar to the "soldier's ticket" free of charge. The warrant is retained by the Railway Company, and a demand of ½*d.* per mile for each man subsequently made upon the Shipwrecked Mariners' Society.

EXCURSION FARES.

Excursion trains, as is generally known, were introduced for the purpose of rendering travelling accessible to those who but for them could not or would not indulge therein, unless business rendered the journey inevitable. It is evident, too, by the vast number of passengers who avail themselves of excursion trains that the public appreciate the advantage they confer. Very many thousands of excursionists would never have dreamt of a trip to distant places but for the reduced fares. What a large number of miles they can be wafted over for a few shillings! The sight-seer and pleasure-taker can enjoy themselves cheaply, and within such time as not to greatly interfere with their ordinary avocations. It would seem that Railway Companies thereby confer a boon on society; but we lack

the simplicity to suppose they are so patriotic as to privilege the masses without a requital; that they would sacrifice their own interests to those of the community at large. As, on the contrary, we are convinced that the receipts thus derived tend materially to swell the dividends, hence the advantage is reciprocated.

Excursion fares vary according to time and circumstances. In some instances the double journey may be accomplished for a third or fourth, or even a fifth or sixth, of the ordinary single fare; in others, at the single fare, or slightly less or more. Where Sunday excursion tickets are issued, the single fare is generally adopted; but when the booking fee is added, there is a difference of from 2*d.* to 6*d.* on second or third-class tickets, and a shilling on first-class, irrespective of distance, in excess of the single fare; whilst in other cases a per-centage of from 10 to 25 per cent. is added to it.

The liberality of English Railway Companies as regards excursion fares contrasts favourably with those of France. In that country, when there is a probability or a guarantee of large numbers being attracted to a race or *fête*, the reduction on the double fare varies from 25 to 40 per cent.; but when the attractions are not likely to be of much consideration, a reduction of from 15 to 20 per cent. only is made on first and second class fares. The tickets are, however, rendered available during the *fête*.

The trip between London and Brighton for 2*s.* 6*d.*, which can be performed on Sundays, may be adduced as an example of low fares. And on the occasion of the International Exhibition excursionists were carried on some lines over a distance of 400 miles for five shillings; but liberal as English Railway Companies may be, their arrangements are capable of improvement.

In the times for returning, the convenience of the passengers should, as far as compatible, have some consideration. A week or a fortnight might be desired by some, whilst a more limited period would be more suitable to the engagements of others: therefore the question of time, and perhaps hotel expenses, deter them from availing themselves of what is really a boon to many. Why not, then, allow them to return by certain ordinary trains at a slight advance, say five or ten per cent., on the sum originally paid for the ticket? Railway Companies might also find it advantageous to their interests to issue excursion tickets by ordinary trains weekly, say on Mondays, for distant journeys.

It cannot be denied that excursion trains are a source of profit to Railway Companies. Although there may be exceptions, they may, as a general rule, be considered as constituting an important portion of the receipts; such amounts, it must be remembered, being contributed in the majority of cases by persons who would never have thought of undertaking the journey. Low fares make the public travellers almost in spite of themselves, and assist in replenishing the Companies' coffers, and add to the dividends for the shareholders. The convenience of the excursionist is deserving of thought; the principle of small profits and quick returns applies to railway traffic as well as to trade speculations. The idea is absurd, that if a person is intent upon a journey, the subject of a few shillings, or even pence, would not influence his plans. We have known, and doubtless many other Railway officials have too, that even after reaching the departure station, the discovery that the fare was higher than anticipated has caused them to abandon their arrangements, and induced them to retrace their steps homewards. Financial matters will not always admit of an addition to the first calculation.

Accidents, detentions, and consequent risks, have long since shown the necessity of departing from the original mode of shunting excursion trains aside for ordinary passenger and even goods trains to pass. The stoppages now being less, excursion trains are, if no obstruction intervenes, generally capable of accomplishing the same distance within a less time than other trains (express and mail excepted): arrangements are therefore made accordingly, they being allowed to precede other trains, the speed of which is regulated to below theirs. Punctuality is thus insured, and, as a consequence, there is not that danger attending the travelling by them as formerly existed.

Doubtless the words "not transferable" have not escaped the observation of the holders of excursion tickets, but that condition is not implicitly obeyed; indeed, it is inconceivable to how great an extent Railway Companies are defrauded by the backward halves changing hands either by gift or purchase, owing to the contracting parties being unable to return within the prescribed time, or not having it in contemplation to return at all. In either case the act is illegal, and subjects the parties to fine or imprisonment.

Private individuals, and committees and managers of societies or institutions, occasionally enter into an agreement with Railway Companies for excursion trains, and a number guaranteed by them of from 100 to 2,000 or more of passengers at a graduated scale per head, any excess of the number stipulated for being paid for in proportion by the parties contracting.

PIC-NIC OR PLEASURE PARTIES.

Persons who are intent upon a pleasure excursion by rail, have the advantage of travelling on most of the

principal lines at single fares, or with the "booking-fee" added, for the double journey, provided they take six first or ten second or third class tickets; which, it must be observed, are available for the date of issue only. It is required that the application for permission to be conveyed on such terms be made to the Superintendent of the line three days before the tickets are wanted. In it must be stated that it is exclusively a pleasure trip; the probable number of passengers of which the party is to consist must also be enumerated, as well as the date of the proposed journey, and the names of the stations from and to which they intend proceeding. An order will then be sent by post to the applicant, and upon presentation of it to the booking clerk he will issue the tickets. As the weather often proves detrimental to long-contemplated pic-nics or pleasure parties, or at all events there is a degree of uncertainty as to whether it will be congenial or otherwise for out-of-door amusements on a distant day, impromptu gatherings of that nature are most general and most enjoyable; hence applications have been made, through the Station Superintendent, by telegraph, and an order almost invariably received through the same source.

TOURISTS' TICKETS.

It is the practice with Railway Companies, whose lines communicate with the sea-side, or places of interest, to issue, between the 1st June and 31st October in each year, tickets, designated "tourist tickets," at very low rates, the holder of such being allowed to return on any day within a calendar month from the date of issue; and in most cases he has the privilege

of alighting *en route* at one or more intermediate stations, and resuming his journey when he thinks proper, if within the prescribed date; but he must eventually complete the distance for which he pays, as the ticket has to be impressed in the usual manner by the Railway authorities before the return journey is commenced. When the journey either forwards or backwards is broken by the passenger alighting at an intermediate station, a statement of the circumstance must be indorsed on the back by the superintendent of such station. The holder of a tourist ticket is not entitled to travel more than once in the same direction.

EXTENSION TICKETS.

These have reference to tourist tickets, and are issued in exchange for them, if the holders of the latter determine on obtaining an enlargement of the time; the terms being ten per cent. on the original fare for a period not exceeding a fortnight after the expiry of the month; and five per cent. for every week or portion of a week subsequent to the fortnight; but the 31st of December is the limit to which extension charges will make the tickets available.

SPECIAL (NOT PLEASURE) TRAINS.

Matters of an urgent nature, the loss of an ordinary train, or other emergencies, occasionally induce the engagement of a special train; but there are inconsiderate persons who on the least pretence demand a special train as a matter of right, without regard to conse-

quences. They are of course ignorant of the risk attaching to the starting of a train without proper notice, and the observance of other due precautions.

If a nominally corresponding train occasions delay, the authoritative injunction, "You must send me on by a special train," invariably drums upon the ears of the superintendent. Doubtless our hasty friend feels annoyed (and he has our sympathy). He experiences somewhat of vindictiveness, and is therefore disposed to make the defaulting company pay as dearly as possible for his inconvenience. But it is well for him, and the company too, that the official acts for them at that critical moment, as a compliance with his wishes might be the means of prematurely depriving society of a good or bad, a useful or a worthless member, besides jeopardizing the life and limb of others of Her Majesty's lieges. "How vexing," exclaimed a nervous lady, "after travelling so great a distance, to at length arrive too late for this company's train; but I must have a special train. My brothers, who are both lawyers, and who seemed to anticipate this, said you were bound to forward me by a special train: you must therefore do so." "And so I would, with pleasure," was the reply, "but there would be so much risk attending it, that I am apprehensive for your safety." The question of safety had the desired effect, proving more cogent than her brothers' opinion, which was immediately withdrawn.

The regulations in operation affecting special trains enjoin the despatch by a preceding train of a notification, stating time of departure and probable arrival at the respective stations at which it has to stop, such notice being circulated among the entire staff, including the permanent-way men employed in the district of the

line through which the train passes. In the event of time not admitting of written notice being given, the intention of running a special train is announced by the affixing to the end of the last vehicle in the preceding train a double red disc, if in the day-time; but if at night, a double red lamp. Sometimes flags supply the place of discs and lamps. Without such precautions, it is obviously hazardous to run a special train, as during the intervals between the ordinary running of trains the occupation of the line is given to the engineering staff, with the object of their effecting the necessary repairs to it, and in the course of the operation the removal and replacing of rails is sometimes necessitated. The usual charge for a special engine is 7*s.* 6*d.* per mile, the minimum charge for the entire journey varying from 30*s.* to £5, and the passengers travelling by it have to take tickets according to class of carriage as per ordinary train, and to pay for them in addition to the engine charge.

In exceptional cases, 8*s.* per mile is the rate for a special train, conveying not more than twelve passengers, and 3*d.* per passenger per mile additional for all in excess of that number.

PERIODICAL OR SEASON TICKETS.

The issue of this description of ticket is not common to all Railway Companies; but on lines where arrangements applying thereto are in existence it is the practice to make the party with whom the contract is in force subscribe his name to the ticket, so that in the event of his being unknown to the ticket-collector, or superintendent, they might require him to supply his

autograph when in their presence, in order to their comparing it with the signature borne on the ticket produced by him. A suggestion has been offered, that the photograph of the legitimate possessor of the ticket be affixed to it. The rates for first-class periodical tickets vary from 8*s.* to £3 per mile per annum, according to distance; and for second-class from 6*s.* 6*d.* to 45*s.* As a general rule, they are available to and from the particular stations only to which they have reference. The permission to alight at an intermediate station entails an addition of, in most cases, ten per cent. on the original sum. The names of intervening stations so paid for must be indorsed on the ticket. Unless this is done, the ticket will not be recognised, and the holder of it will be charged as though he was not in possession of it. Should it occur that sufficient space is not left in the particular class of carriage named on the ticket, the holder must content himself with a ride in an inferior one; or if there be not room in the train, he must await the arrival of a subsequent one, season tickets being issued subject to such conditions. It is usual for Railway Companies, issuing season tickets, to require a deposit of 10*s.* as security for the return of the ticket at the expiration of the period for which the ticket is taken.

The same by-laws apply to season as to ordinary tickets. A case bearing on this question was adjudicated upon in the Liverpool County Court.

Mather v. *Lancashire and Yorkshire Railway Company.*

A season ticket which had been held by plaintiff was stolen from him, and intimation was immediately given

to, and a request made of defendants for another ticket for the unexpired term; but they declined to comply. He had therefore to take an ordinary ticket each time he travelled, and now sought to recover the amount thus disbursed, together with 10*s*. which he had deposited with the Company as a guarantee for the return of the season ticket. The judge ruled that in the absence of the ticket the Company were justified in charging him, and he was therefore non-suited.

Season tickets not available by every train on all Railways.

Walker *v.* Scottish Central Railway Company.

Plaintiff was the holder of a first-class season ticket, on which was printed "by ordinary train only." He requested to travel by limited mail, which was contrary to the regulations, and was therefore informed that such ticket was not recognisable by that train; but instead of taking an ordinary ticket, and afterwards testing the legality of the Company's rules, he proceeded by a subsequent train, and was therefore subjected to the inconvenience and loss consequent on reaching Glasgow too late to enable him to proceed thence to Carlisle for the following day's market. The sheriff substitute decreed in favour of the Company, at the same time remarking that "no better principle is recognised in our courts, than that the party seeking damage must come into court with clean hands, and show that he has been in no wise instrumental in occasioning the damage, even though some share of culpability might rest on another.

VILLA TICKETS.

With the view to encourage the erection of houses

adjacent to the station, on certain Railways the tenant of a villa built within a specified date in such localities is entitled to a season ticket at half the usual rates, for a term of years, according to annual value. Thus:—

If the rent per annum be £	The privilege would be extended over	
30	10	Years.
40	11	
50	12	
60	13	
70	14	
80	15	
90	16	
100	17	

On some Railways the amount chargeable for villa tickets is merely nominal. This tends to populate a neighbourhood; and, as the ticket is allotted to but one inhabitant only of each residence, the other members of the family, and friends visiting them, in their frequent excursions more than reimburse the Companies for their liberality.

TRADERS' PERIODICAL TICKETS.

These are issued to freighters on certain lines, the charge being in proportion to the distance, and the amount of freight per annum paid by the trader to the Company.

Second-class tickets are charged at one-third less than first-class.

The amount of freight on through traffic must be duplicated to entitle the trader to the privilege of travelling at the above rates; as, for instance, the annual amount of freight must be £200 to justify the issue of

a ticket for 30 miles at £15 per annum. Of course, the above scale does not apply to all Railway Companies issuing traders' tickets; as, in framing rates, various circumstances have to be taken into consideration.

EXAMPLE.

Distance. Miles.	Local Traffic.								
	Freight per annum, £100. Amount chargeable for Ticket, First-class.			Freight per annum, £200. Amount chargeable for ticket, First-class.			Freight per annum, £250. Amount chargeable for ticket, First-class.		
	£	s.	d.	£	s.	d.	£	s.	d.
To 30	15	0	0	11	5	0	7	10	0
„ 35	17	7	6	13	2	6	8	15	0
„ 40	19	15	0	15	0	0	10	0	0
„ 45	22	2	6	16	17	6	11	5	0
„ 50	24	10	0	18	15	0	12	10	0

INVALID CARRIAGES.

For the convenience of invalids travelling, the Midland, Great Northern, London Brighton and South Coast, Great Eastern, and other Railway Companies, have constructed carriages which are appropriated exclusively to the conveyance of such passengers and their attendants. The usual scale of charges being double first-class fare for the invalid, and first-class fare for each of the other passengers occupying it. These carriages are fitted with a full length couch, which can be adapted to any degree of incline, appliances for securing a supply of water, ante-room &c. The invalid carriage

can be sent free of expense to any part of the line at which it may be required; but in order to secure it, it is advisable that it be ordered about twenty-four hours before it is wanted.

Invalid boards, which are cushioned and constructed so as to fit between the seats of first-class passengers, are provided on those Railways which do not possess invalid carriages.

INVALID ROAD CARRIAGES.

The London Brighton and South Coast Railway Company have one of these which they hire out to invalids at a charge regulated by the distance. It can be drawn by horses when on the road, but is conveyed on a carriage truck when sent by rail.

SALOON FAMILY CARRIAGES.

Families and pleasure parties can obtain the exclusive use of one of these, on those Railways providing them; conditionally that not less than six first-class tickets are taken for it, the minimum charge being fixed at 60*s*. the journey. An ante-room properly fitted, and a second-class compartment, is in some cases attached to the saloon carriage.

CORPSES.

"Forget not the dead, who have loved, who have left us,
Who bend o'er us now from their bright homes above;
But believe, never doubt, that the God who bereft us
Permits them to mingle with friends they still love."

The desire for the whole of the members of a family to be interred in the same churchyard seems inherent in many of the human race, but is perhaps nowhere more strikingly exemplified then among the Welsh. With them the idea seems paramount, no matter how alienated in life, the animosities of the past are oblivionized in death; adversaries, men abhorring each other in life, are made to lie side by side in the tranquil grave. In this age of steam and itinerancy, the number of defunct friends and relatives which are hence "brought home" by rail is enormous. If of any, of them it can be said—

"She died far from her father's home, far from her mother's knee,"

it would not be reconcilable with the will to add,

"We laid her in a stranger's grave beneath a shady tree."

And the numerous monuments, with surrounding plants and flowers, which indicate this or that one's place of burial, evidences something more than that

"A rosebud is her monument, her epitaph the song
Of little birds, who plaintive sing the summer leaves among."

With some persons there appears a solicitude bordering on superstition that the sepulchre of their fathers should be theirs; that after the cessation of sublunary toils and cares the green mound, over which they were wont to strew flowers as tears bedimmed the eye in childhood's days, should be displaced for them. It is almost the last wish predominant with the dying, that their ashes commingle with those of their kindred; and survivors respect the wish as a sacred obligation. An incident demonstrative of this recently acquired a local notoriety. Many years since a man accompanied by his wife transferred their residence from a small Welsh town to the

great city. The husband died, after giving utterance to a request to his mother to lay him in the old family vault; but the widow who had loved him living was inexorable to the importunity of the mother; she had determined the body should have appropriated to it a spot within the shortest possible distance from her abode; therefore, much to the grief of the parent at being prevented fulfilling her promise, a neighbouring cemetery contained his grave. However, as time wore on, the charms of the widow, commiseration with her in her affliction, or some other cause, allured Cœlebs from the path of celibacy; he professed himself the possessor of a "heart that could feel for another"; the sad and lonely widow appreciated his good offices, sorrow was superseded by its opposite, and she entered a second time into the holy state of matrimony. The mother now renewed her suit: the newly-wedded lady relinquished all claim to the dead in favour of the living; and the mother, though at a great expense, experienced the gratification, if so it might be termed, of having the body exhumed, after the lapse of seven years from its interment, and conveyed to her home, a distance of more than two hundred miles, and, after permitting her neighbours the favour of witnessing the ghastly sight, followed it to the grave, in all the funeral pomp peculiar to her circumstances and the custom of the place, as if the death had been of recent occurrence. As before observed, family feuds may have estranged; a bitter feeling might have been perpetuated through life; but momentarily on the severance of the vital cord, nobler feelings succeed, and the last sad rites for the departed are often performed with all the pomp and ostentatious display that means will command. The ornamentation of the greater number of the coffins, the gilded or silver trappings,

although not always displaying refined taste, draw heavily on the funds of the poor; but no matter, for (so they express it) it is the last thing they can do for them. But it is not the last thing they do. On Palm Sundays they strive to outvie each other in the floral devices with which they deck their graves. Then there are the monuments, which in many cases are made as gaudy as the wooden receptacles. In some cases books in basso-relievo adorn the stone, some being painted, some gilt-edged, some with gilded covers; and in others little cherubs with gilded hair denote the resting-place of the dead. But to revert to the conveyance of corpses in connection with Railway traffic; their transfer to or from the luggage compartment sometimes produces a startling effect. A passenger now jumps from the train, expostulates with the superintendent on the close proximity of the dead to the living; how does he know but what he might have died of something contagious? Strange merchandise, exclaims another. People do not always care to be reminded of their latter end. However, not to offend more than possible against feeling, it is enjoined that the coffin be enclosed in a packing-case, unless it be conveyed in a horse-box, carriage-truck, or hearse. Some person generally accompanies the train in charge of the corpse. Mistakes have arisen in the absence of a custodian; the corpse has gone astray, and a difficulty has been experienced in discovering its whereabouts, and has occasionally astonished the officials at a station bearing a similar name to that intended as its destination. A disagreeable effluvia had impregnated the atmosphere in the vicinity of a large case which had been warehoused for some days, the delivery not being able to be effected owing to the address having been rubbed off in transit. Impressions were formed, and eventually the

case was opened, and a putrid corpse was revealed to them.

The scale of charges for the carriage of corpses on certain Railways, are irrespective of age—

In a packing case, if conveyed in a luggage compartment,	per mile	3*d.*
If conveyed in a carriage-truck,	,,	6*d.*
" horsebox,	,,	8*d.*
" hearse on a carriage truck,	,,	10*d.*

On some broad-gauge lines the rates for adult corpses are 1*s.* per mile, and for children 6*d.* per mile; the minimum charge for the former being 10*s.*, and for the latter 5*s.* A uniform rate of 1*s.* per mile, irrespective of age, is made on the narrow-gauge lines, the minimum charge varying from 5*s.* to 20*s.*

FEET-WARMERS.

These are mostly boxes of oblong shape, and rendered water-tight. They prove a luxury to the railway traveller in winter, but the privilege of using them does not extend to other than first-class passengers. As they are replenished with hot water at certain stations only, it is necessary that application be made to the superintendent of the station, if not a terminal one, at which the passenger intends joining the train, a few hours before the journey has to be commenced, in order that he may telegraph requesting its supply by the particular train for which it is required. They are generally to be obtained at the terminal stations of those railways, the carriages belonging to which are not heated by hot-water pipes. Although a comfort that is now deemed indispensable by many in cold

line through which the train passes. In the event of time not admitting of written notice being given, the intention of running a special train is announced by the affixing to the end of the last vehicle in the preceding train a double red disc, if in the day-time; but if at night, a double red lamp. Sometimes flags supply the place of discs and lamps. Without such precautions, it is obviously hazardous to run a special train, as during the intervals between the ordinary running of trains the occupation of the line is given to the engineering staff, with the object of their effecting the necessary repairs to it, and in the course of the operation the removal and replacing of rails is sometimes necessitated. The usual charge for a special engine is 7*s.* 6*d.* per mile, the minimum charge for the entire journey varying from 30*s.* to £5, and the passengers travelling by it have to take tickets according to class of carriage as per ordinary train, and to pay for them in addition to the engine charge.

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£	
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40	11
50	12
60	13
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100	17

Years.

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Second-class tickets are charged at one-third less than first-class.

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The rates for the conveyance of horses are:—By narrow-gauge lines, a single horse per mile, 3*d.* to 4*d.*, the minimum charge being from 5*s.* to 7*s.*; two horses, the property of one person, per mile, from 4½*d.* to 6*d.* On some Railways a horse-box may be engaged for three horses at 7½*d.* per mile, the minimum charge being 6*s.* Entire horses, 5*d.* to 6*d.* per mile, with a minimum of from 5*s.* to 7*s.*, or more generally as two single horses. But if conveyed to or from fairs or races, two or more horses, entire or otherwise, provided they are the property of one owner and carried at his risk, the ordinary rates will be made to apply. Mare and foal, or mare in foal, if requiring to occupy two stalls, chargeable at one and a half single horse fare; but if one stall suffices for the latter, the ordinary rates only are charged.

Rates for horses, by broad gauge:—Single horses, per mile, 4*d.*, with a terminal charge of 3*s.*; * the minimum fare varying from 5*s.* to 6*s.*

Two horses, the property of one owner, per mile, 6*d.*, with a terminal of 4*s.* 6*d.*; * the minimum fare varying from 6*s.* upwards.

Entire horses.—The same rule to apply as on the narrow-gauge system.

The same kind of ticket as that required for dogs is issued in duplicate for horses and carriages, one copy being handed to the guard, and the other to the person in charge of them.

GROOMS.

Grooms riding in the horse-box with the horses they have in charge, are conveyed at third-class fares; but if travelling in the ordinary carriages, the same rule will apply to them as to other passengers.

* There may be a few exceptions to the rule.

HUNTERS.

On some Railways, return tickets at a single fare and a third, and on others at a fare and a fourth, are issued for horses when conveyed for the purpose of engaging in a hunt; and the further privilege is extended to the owners of single horses, when two or more are forwarded by the same train, as if the entire number belonged to one person. For example, if the number be two, the two horse rate will be subjected to the addition of one-third or one-fourth, as the case may be.

CATTLE IN HORSE-BOXES.

Each stall assigned to cattle is charged for as though occupied by a horse.

PRIVATE CARRIAGES.

The suggestion having reference to notice, &c., is applicable in the case of carriages, as of horses; the same kind of ticket is issued, and a like subscription to be made exonerationg the Company from liability.

CHARGES BY NARROW-GAUGE SYSTEM.

If a 2-wheel carriage, per mile, 4*d.*
„ 4 „ „ 6*d.*

The minimum charge varying from 5*s.* to 7*s.* If two carriages are conveyed on one truck, the charge for both is reduced to the four-wheel fare, and one-third or one-fourth added.

RATES FOR CARRIAGES BY BROAD-GAUGE.

2-wheel carriages, per mile, 3*d.*, with a terminal charge of 3*s.*
4 „ „ 4*d.* „ 4*s.*

The minimum charge varying from 5*s.* upwards.

Covered carriage trucks are provided on many lines of both systems, and are very desirable in wet and dusty weather, particularly in the conveyance of new or newly-painted carriages; the usual charges for their use being, for distances not exceeding 50 miles 5*s*., and for longer distances 10*s*. in addition to the ordinary rate.

Horse and carriage rates are, on some Railways, subject to a reduction of one-fifth, when the van or cheap train is selected as the means of conveyance.

RACE-HORSE VANS.

These are charged as four-wheel carriages, and the animals they contain at the same rate as if carried in a horse-box.

DEER VANS.

If loaded, per mile 1*s*.; if empty, the same rate as for a four-wheel carriage to apply; no less charge than 15*s*. being made for the entire distance. In other cases, the regulations require the demand for the conveyance of such vans to be equivalent to the total amount chargeable for a four-wheel carriage and a pair of horses, the Railway Company waiving all claim for conveying them on the return journey homewards, no matter whether loaded or empty.

SHOWMEN'S CARAVANS

Are sometimes charged as ordinary four-wheel carriages, although almost invariably laden with stages. An ar-

rangement, however, is necessary to be made with the superintendent of the line, or objection might be advanced to their being attached to passenger trains.

Private vans with plate-glass, charged at 1*s.* per mile. Some Companies charge 9*d.* per mile per caravan, when the weight is less than one ton; and 3*d.* per mile extra for every additional ton or fraction of a ton.

FURNITURE VANS BY THIRD-CLASS TRAINS.

When returned empty, each per mile, 3*d.*
Loaded, gross weight not exceeding 3½ tons, " 1*s.* 8*d.*

If the gross weight be in excess of 3½ tons, they are forwarded by goods trains.

The senders are required in all cases to declare the weight, which the Companies check.

PASSENGERS CONVEYED IN PRIVATE CARRIAGES.

If they consist of the owner, or members of his family, a first-class ticket has to be taken for each passenger; but if occupied by the owner's servants, second-class fares are chargeable.

REGATTA BOATS.

These are generally conveyed in carriage-trucks, but sometimes on the roof of one of the carriages. In either case it is stipulated that the owner will relieve the

Company from liability in respect to injury occasioned in the loading, unloading, or transit. When forwarded on a carriage-truck, a charge of 6*d.* per truck per mile is made; but if the other mode be preferred, the rate is 2*d.* per boat per mile, the minimum charge being fixed at 5*s.*

SMALL ANIMALS.

Sheep, goats, pigs, calves.—If these are conveyed in a horse-box, a charge as for one horse is made for each division occupied; but if carried in the dog-box, the usual dog rate is operative. Other charges are framed for those that are secured in a crate, hamper, or other package; a uniformity of charge, however, is not observed. We quote as examples the rates in force on a few lines:—

Great Western—If not exceeding 56lbs., same charge as for two dogs. Above 56lbs., half parcels rates.

Rams, 1*d.* per mile; minimum charge, 2*s.*

Caledonian.—Pigs, the weight of which not exceeding 56lbs., chargeable as for one dog.

Exceeding 56lbs., as for two dogs.

Calves and ordinary sheep, as for one dog.

Rams, conveyed only in horse-boxes, at the horse rates.

Great Northern.—Lean calves and sheep, ¾*d.* per mile; minimum charge, 1*s.*

Rams, 1*d.* per mile; minimum charge, 2*s.*

Pigs, not exceeding 56lbs., as two dogs.

„ exceeding 56lbs., half parcels rates.

London, Brighton, and South Coast.—Goat, sheep, pig, or monkey, as a dog.

Midland.—Lambs, not exceeding 56lbs., as a dog.

Sheep, as two dogs.

Pigs, not exceeding 56lbs., as a dog.
„ exceeding 56lbs., as two dogs.

Scottish Central.—Calves, sheep, and pigs, not exceeding 56lbs., as two dogs.

Calves, sheep, and pigs, exceeding 56lbs., chargeable at half parcels rates.

SPECIAL RATES BY PASSENGER TRAINS.

As a general rule, articles generally forwarded by parcels train are charged at the usual parcels rates; however, there are some which are specifically mentioned as exceptions to the rule—for instance, Bath chairs, charged on some lines as perambulators, and on others at from 1*d.* to 3*d.* per mile.

Birds, live, in hampers, at parcels rates.
Coffins, lead, empty, 1½*d.* to 3*d.* per mile.
„ wood, „ 1*d.* „ 1½*d.* „
Couch or sofa, 1*d.* „ 1½*d.* „
Harp, 1*d.* „ 1½*d.* „
Pianos, 2½*d.* „ 3*d.* „

The Great Western, and some other Railway Companies charge for pianos as follows. If conveyed in the owner's van at owner's risk, the same rate as applies to a four-wheel carriage. If conveyed in the luggage compartment of a carriage, double the ordinary parcels rates are chargeable.

EXCESS FARES.

These are amounts collected or due from passengers under circumstances which involve a departure from general routine. They occur from various causes:

dishonesty, carelessness, precipitancy, or the enlargement in due form of an original agreement. A passenger may arrive at a station without a ticket; he may hold a ticket short of the distance over which he has travelled; he may ride in a class of carriage which the ticket of which he is in possession does not justify; or he may, previous to joining the train, purchase the right of entrance to a superior class of carriage to that provided for under the first contract; and the amounts recovered or recoverable from either cause are distinguished as excess fares. The Railway system is thus much understood by the general public; that before commencing a journey it is required that a ticket be procured by the prepayment of the fare; and a like rule is in operation with regard to a change of carriage, and the increased charge thereby incurred. The infraction of these regulations does not necessarily imply a fraudulent intent, but is liable to be as unfavourably construed, and the consequences may be alike unpleasant.

"Any person," says the by-law, "travelling without permission in a carriage of a superior class to that for which he has paid his fare, is hereby subjected to a penalty of 40*s*."

The travelling by express trains with ordinary tickets, on those lines on which a higher fare is chargeable, entails a similar punishment.

It is not sufficient for the really honestly-inclined to determine upon paying the difference of fare on reaching his destination; his intentions may be good, but unfortunately integrity of purpose is not a leading characteristic among very many of the migratory ones, and Railway authorities have not a very great confidence in themselves as physiognomists. Hence their judgment is based rather upon deeds than the expression of countenance; actions, too, are deemed to indicate

the motive, and assertions which works belie are destitute of force. Such being the conviction, an invidious distinction is avoided by the methodical procedure of dealing with all who tamper with the legalized regulations.

There are occasions when, to save adding to the number of carriages composing a train, passengers are, without extra charge, indiscriminately allowed to tenant a carriage of a class superior to that for which they have paid, and the guards are notified of the fact. To secure the accommodation and such increased convenience and comfort as a higher class of carriage than that denoted on the ticket is supposed to afford, the *modus operandi* is simple. The holder of a third-class ticket wishing to ride in a second or first-class carriage, has to prepay the difference between the ordinary third and second or first-class fare, as the case, may be; thus, assuming the rates to be first-class 1*s.*, the second 9*d.*, and the third 7*d.*, the charge demanded for change to the former would be 5*d.*, and to the intermediate 2*d.* So, in like manner, the authority to change from a second to a first-class carriage is purchasable by an advance payment of the difference in amount between the first and second-class fares. Arrangements of this nature occur more generally with holders of return-tickets for the accomplishment of the back journey, although they are occasionally effected on the forward journey, and with single ticket holders, sometimes before commencing the journey, and at other times the change and payment take place at an intermediate station.

To enable a person who is in possession of an ordinary ticket to proceed by an express train, prepayment is required of the amount of the difference between an ordinary single and an express single fare; thus, if

the ordinary fare be 30*s.*, and the express fare 35*s.* for the same distance, the charge would be 5*s.* This is the principle adopted on most of the Railways; but there are some on which a demand is made of the difference between a moiety of the ordinary return fare and the single express fare; this mode is decidedly more favourable than the former to Railway Companies. For instance, supposing the ordinary return fare to be 2*s.* 4*d.*, the single express fare 2*s.*, and the single ordinary fare 1*s.* 6*d.*, the difference between the two latter would be 6*d.*; but the difference between 1*s.* 2*d.* (*i.e.* half of the return fare) and 2*s.* would be 10*d.*; it is therefore manifest the Company would obtain 4*d.* less by the general than by the exceptional system. In all cases of payment for change of carriage, the original ticket has to be stamped by the booking-clerk, in acknowledgement of the receipt of the amount of the excess fare, or to be given up, and the passenger will receive in exchange for it an excess fare (paper) ticket, on which is notified the stations from and to, the class denoted on the original ticket, the class changed to, and the amount paid.

EXCESS FARE NOTE.

_____Station.

_____186

Received, 6*d.* for change from second class ordinary to second class express.

_____station to_____station.

_____Clerk's signature

OVER-RIDING THE DISTANCE.

Over-riding the distance arises from various circumstances. At one time it may be traced to dishonest

motives. Ignorance of the locality is another cause, although the guards are supposed to announce in an audible voice the name of each station and junction. Engagement in conversation, or studiousness, contribute to errors of this nature. Thoughtlessness or an alteration of purpose, a determination conceived on the journey of proceeding further than pre-arranged, might be the origin of the irregularity; but as it is difficult for the authorities to divine the motive, as they are not supposed to be conscious of the design, and there being a degree of suspicion attached to the travelling beyond the distance, or travelling without a ticket, the experiment is fraught with risk to the liberty of the subject, liable to sully the reputation, and the infamy consequent on a magisterial investigation, and depending pecuniary or corporal punishment.

8 Vic., cap. 20, sec. 103.—"If any person travel or attempt to travel, in any carriage of the Company, or of any other Company using the railway, without having previously paid his fare, and with intent to avoid payment thereof, or if any person, having paid his fare for a certain distance, knowingly and wilfully proceed in any such carriage beyond such distance without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof, or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which he has paid his fare, to quit such carriage, every such person shall for every such offence forfeit to the Company a sum not exceeding forty shillings."

The late arrival of trains on other systems in the same locality, or other causes, have and continue to influence precipitancy on the part of the passenger, but this should be guarded against. If time will not allow of obtaining a ticket, the superintendent should be asked to sanction payment at the next station, or at the destination of the passenger, or, in the absence of such

officer, the guard should be spoken to on the subject before the journey is commenced. If any occupant of a carriage be desirous of extending his journey, all unpleasantness at the end of it might be obviated by an intimation to the superintendent of the station to which the ticket is available. Railway Companies tell us "it is not competent for persons to re-book on the journey," but there are exceptions to every rule. If the stoppage of the train is sufficiently long, and the superintendent raises no objection, the procuration of a fresh ticket might be effected; but if the latter be not done, he may accord the benefit of the discretionary power vested in him. If he decides that the journey be continued conditionally that the extra fare be paid upon the accomplishment of it, he will explain as much, and instruct the guard accordingly: no inconvenience in respect thereof will then ensue.

The leaving a train at a station short of that for which the ticket is taken is deemed by the general public compatible with Railway prescription, and under ordinary circumstances there seems nothing irrational in the conclusion; but sometimes there are reasons opposed to such a principle. A train might be organized exclusively for the concentration of a mass of people to a particular spot—take, for example, the excursions to the International Exhibition. Trains were freighted to the metropolis at comparatively nominal prices, the magnitude of the aggregate receipts alone making the train remunerative, inasmuch as it induced the migration of thousands intent on pleasure who had scarcely before extended their perigrinations beyond the boundaries of their native village; these and others in even far greater numbers were attracted by the "world's fair" alone, and the ordinary traffic

was not injured by the cheap arrangements; but if the holders of the excursion tickets had been allowed to alight at intermediate stations, it would have been advantageous to mercantile and other travellers to have proceeded to distances of less than a quarter of that which had been contracted for, and a diminution in the ordinary receipts would have been experienced as consequential. In a County Court case, Birchall *v.* Manchester, South Junction, and Altrincham Railway Company, the question was adjudicated upon adversely to the Railway Company.

Plaintiff held a return ticket between Manchester and Warrington; on his homeward journey he alighted at Stretford, tendering his ticket; but the Company demanded the full fare chargeable between Stretford and Warrington. The amount (1*s.* 7*d.*) was paid under protest.

If the plaintiff's ticket had been recognised without the additional payment, a saving to him of 11*d.* would have been effected, the fares being as follows:—

	s.	*d.*
2nd-class, ordinary, Warrington to Stretford, ...	1	7
2nd „ „ Manchester to Warrington,...	1	10
	3	5
2nd „ return, Manchester to Warrington,...	2	6
Difference, ...	0	11

His argument was to the effect that the Company could not make it compulsory on him to proceed to Manchester, although a notice appeared on the ticket of the following purport:—"This ticket is only available for the places named thereon. If the holder alights at or departs from an intermediate station, he will have

to pay the full fare." This decision should not be considered as an authority, as cases of a like character have elicited a decision confirming the Railway regulations.

BREAK OF GAUGE—CHANGE OF STATION.

What a sad inconvenience is too often accruable from this source, and what disappointments are occasioned through it. A few minutes is shown on the time bills as the interval between the arrival of one Company's train and the departure of that of another. It occurs to the passenger that there is ample margin for changing from this line to that; however, it is not unusual for him to discover, on reaching the break of gauge, that the space between the two points exceeds a mile or two, and ten or fifteen minutes only are allowed for the accomplishment of the distance. Perhaps a town porter may be within hail; perhaps an omnibus. In such an extremity the former will prove a forlorn hope, and the latter does in nearly half the cases; for unluckily (we for the nonce place ourself in the position of one of the unfortunates who have to complain) he is not the only "fare" (passenger), and it is scarcely conceivable that any one would undertake a long journey without some description of luggage; therefore, when there are many passengers, the quantity of it must necessarily be augmented, and some minutes are consumed in transferring from train to trolly and from trolly to 'bus, after which follows the ride by road; so that unless it should so happen that the other train is behind time, the endeavour to do impossibilities will be abortive; and if it betide him that the train he has

missed concludes the daily number in the direction for which he is bound, additional expense is obvious. Probably, as is the common bent, he secures accommodation at an hotel in the vicinity of the station whence he is to depart, and retires to his apartment with the uneasy reflection of his friends' apprehension of danger at his non-arrival, or to deplore his inability to keep an appointment of momentous import. Circumstances might render indispensable the employment of post horses, or, if the passenger be choleric or litigious, anger or vindictiveness might dictate a like substitution of conveyance wherewith to complete the journey; sometimes an advantage is thereby gained, sometimes it is a manifest disadvantage. We have known passengers who, actuated by the worst motive, have, notwithstanding the prospective facts appearing prominently before them, absolutely hired a chaise and pair and reached the intended place an hour in arrear of the train succeeding the one they had lost. In localities which are interscoted by railways, expectants of friends do not calculate on their abandoning the rail for the road; hence, if they fail to arrive by an appointed train, the natural inference is that the next will bring them. If they do not come to-day, they may to-morrow; and not seldom the wheels of the comparatively tardy vehicle conveying the impulsive man rumbles along the lanes or the streets after the host and household are hushed to sleep. It is now disclosed to him that he has not gained by the hasty execution of a hasty resolve. The hotel becomes his refuge for the night; sullen and revengeful, he withdraws to his dormitory, with bitter feelings against the Railway Company, and a determination to demand, ay, and to obtain compensation, probably, however, to be dissi-

pated in the morning by reference to an announcement in the time-bills which dispels all hope of redress. Now and then the sensibility of the superintendent is shocked by a burst of indignation from an enraged traveller, who has arrived from another line just in time to witness the departure of the train by which he should have resumed his trip.

A train is overdue, and in the station-yard. The gate is closed, and must remain so until the train has started. No ticket should be issued for a train after its arrival—a mandate which the strict disciplinarian obeys to the letter. See the anxious individual vehemently entreating to be admitted, and watch that Cerberus of railways, the platform policeman, listening, his countenance evincing a placidity that is truly maddening. "Here, here!" says a confused passenger, "take my luggage; bring my luggage—I'll run on!" and on he runs. In the hurry and excitement to catch the nominally corresponding train, he omitted directions as to where it should have accompanied him, and it is not addressed. He reaches the station in time, but his luggage does not. Whistle—puff, puff! In he jumps, and off goes the train; the luggage is left behind. The owner expects the arrival of it by the next train; is surprised it has not come; gets the superintendent to telegraph; writes a "sharp" letter himself; learns that the 'bus driver has given wrong instructions; the luggage is gone astray, and after a few days' delay he receives it from the lost property depôt, or, it may be, never sees it again. There are many dishonest prowlers infesting stations, seeking not whom they may devour, but whom they may "fleece" and they provide a repository for luggage unclaimed or wanting an owner. Affecting incidents associate themselves with the break of gauge and change of station,

evidencing the necessity of centralizing the termini of railways converging into a town.

A train arrived at a certain station at 8·0 p.m. The prescribed time for the departure of the corresponding train of another Company was 8·15 p.m. With the object of economizing expenses, and being ignorant of the distance between the termini, a poor governess engaged a lad to carry her box. The two reached the departure station, but to find the door of the booking office closed; she knocked—her knocks were unheeded; now a whistle shrieks, and the roll of the train is heard as it emerges from the station. In her desperation she pounds lustily against the door, which is opened, but too late, and no other train is due thence that night. This was terrible to her, indeed; her grief was poignant and visible; she thought of her forlorn state—of the impression which the apparent want of punctuality would create, and the prospect of incurring the displeasure of her employers, whom she knew only by repute. Their carriage was to have met the train on arrival to convey her to her new home; how was she now to get there? She was too poor to post, her finances consisting of barely more than the railway fare; the interjection peculiar to hopeless cases escaped her, "Whatever shall I do?" "Do," remarked one of the jeering bystanders, "wait till the next train;" and then, as though feeling that he had perpetrated a good joke, a loud chuckle succeeded his raillery. "No sympathy here," she thought. Grief and dejection were instantly supplanted by indignation and a resoluteness of purpose. The box was quickly deposited in the parcels office, and its owner, with courage indomitable and surprising, confided to her own locomotive powers only for the accomplishment of the residue of

from his grasp. Another's wife becomes distracted consequent on the non-arrival of her liege lord, whose promise was hitherto inviolable. "His train had gone by." "Could the station master telegraph an inquiry if an accident had happened?" Her conjectures fell short of the real cause. He, poor man, having lapsed into a state of coma, had been wafted beyond the prescribed limits, and was equally alarmed when conscious of being, "like the poor little fisherman's boy, so far away from home." Some luxuriate on the soft cushions of the carriage, and others, over-tired, snugly ensconce themselves in a corner, and become oblivious to what is, or where they are, passing, and hence experience the perplexity and disagreeableness of like annoyance and adventure. How they can possibly invoke a wink of sleep appears a mystery. The oscillation, the continual creaking of the wheels, the occasional bumping of the carriages, and the screaming whistle, are enough to awaken the seven sleepers; then there is the rustling of clothes consequent on the ingress and egress of passengers, the vociferation of the guards, porters, policemen, and book-boys, and other noises which thump upon the tympanum with such force as, one might think, would under ordinary circumstances defy Morpheus to exercise his influence on human kind. We witness the extraordinary effect of this combination of sounds, but leave the explanation of their operation to those who are better versed in the principles of acoustics.

DAMAGING CARRIAGES, &c.

The caricatures, letters, and other marks on the windows of, more particularly, first-class carriages are evidences of the manipulations of the mischievous and

destructive hand, and seem to indicate that the race of Goths who have in all ages rendered themselves notorious for defacing works of art and damaging trees by cutting in their names, and thereby perpetuating the offence with it, have not become extinct. Wilfulness may not be charged with it, but thoughtlessness sometimes, and pride generally. A passenger sports a ring, sparkling, and capable of making an indelible impression on glass; whether it be the real gem or a counterfeit, its genuineness is but seldom controverted. It leaves the tracings of its movements over the slippery surface, and the question does not arise. This, therefore, and the desire to be considered the possessor of a diamond ring, are the principal causes to which the carriage windows owe their disfigurement. Persons who have a penchant that way are, on occasions when they little think of it, undergoing police surveillance, and sometimes, when indulging the propensity, discover their *vis-à-vis* to be a railway police inspector *incog.* A dilemma this, which brings into operation the following by-law:—"Any passenger cutting the linings, removing or defacing the number plates, breaking the windows, or otherwise wilfully damaging or injuring any carriage used on the railway, shall forfeit and pay a sum not exceeding five pounds in addition to the amount of any damage for which he may be liable." The necessity of Railway Companies being armed with such powers is to none more evident than to those who are associated with railways. Seats are chipped; incisions made in the cushions and backs; hat and umbrella racks torn down, and the carpets mutilated and portions carried away; silk window blinds stolen, and transformed into aprons. Indeed, such petty larcenies and conversions had become so frequent on one railway

as to determine the Company to substitute blinds of a less costly material. Breakage to carriage windows is more often than otherwise the result of accident. Yet there are times when, as regards them, the full development of the organ of destructiveness is strikingly exemplified.

SMOKING.

"The pipe, with solemn interposing puff,
Makes half a sentence at a time enough.
The dozing sages drop the drowsy strain,
Then pause and puff, and speak and pause again.
Such often, like the tube they so admire,
Important triflers have more smoke than fire.
Pernicious weed! whose scent the fair annoys,
Unfriendly to society's chief joys,
Thy worst effect is banishing for hours
The sex whose presence civilizes ours.
Thou art indeed the drug a gardener wants
To poison vermin that infest his plants.
But are we so to wit and beauty blind,
As to dispose the glory of our kind,
And show the softest minds and fairest forms
As little mercy as the grubs and worms?
They dare not wail the riotous abuse,
Thy thirst-creating steams at length produce."

"Smoking is strictly prohibited both in the Company's carriages and in the Company's stations. Every person smoking in a carriage or station is hereby subjected to a penalty not exceeding forty shillings; and every person persisting in smoking in a carriage or station, after being warned to desist by the guard in charge of the train or any officer of the Company, shall, in addition to incurring a penalty not exceeding forty shillings, be

immediately, or, if travelling, at the first opportunity, removed from the Company's premises."

Such is the Railway Company's dictum; however, with the prospect of a fine and the additional punishment of an exposure of the offence by a wide circulation of placards giving full particulars, not even omitting residence or calling—at such a cost, and notwithstanding the deleterious effects* of the inhalation of the tobacco fume, no sooner does the train move off than the incorrigibles betake themselves to their pipe or cigar again. Cast an eye at the carriage windows as a train glides from the platform, and you may see light after light stream forth in quick succession, and the blazing vesuvian applied to the tempting weed. Authority is thus defied to its teeth; and strange enough, the framers of the law, or rather the professed conservators of it, are not a whit behind the rest of the world. This savours of inconsistency; but inconsistency is a characteristic of the inveterate smoker, and we have it on the authority of Sir Richard Bonnycastle that there are other unfavorable traits which distinguish him. "Smoking," he observes, "smoking all day from the hour of rising is, I actually believe, more injurious to the nerves than hard drinking. It paralyses exertion. I never saw an Irish labourer with his hod and his pipe mounting a ladder, but I was sure to discover that he was an idler. I never had a groom that smoked much who took proper care of my horses; and I never knew a gentleman addicted to smoking who cared much for anything beyond himself." The statement of Professor Tilkes on some of the results of smoking may not be more palatable to the confirmed votary of the pipe;

* Most German physiologists affirm that, of twenty deaths between the ages of 18 and 25, ten originate in the waste of the constitution by smoking.

still it is apposite and truthful, and therefore seems to warrant a quotation. "The first and greatest evil of smoking," says he, "is to be found in the fact of its being an incentive to drink, as it usually creates thirst and a dry heat in the mouth and throat. It is also exceedingly injurious to the stomach, as expending the saliva, that liquid which is so necessary to digestion, and the digestive organs are of course weakened. A greater proof of the pernicious quality of tobacco cannot be adduced than the fact that those employed in its preparation are generally a most unhealthy set. In appearance they are thin, meagre, yellow, and wretched, suffering under the following infirmities, asthma, cholic, loss of appetite, vertigo, headache, muscular tremors, stupefaction and disease of the chest. And Dr. Laycock's deductions are calculated to make the thoughtful man pause ere he commences as a smoke-consumer: "The use of tobacco," he tells us, "appears to diminish the rapidity of cerebal action and check the flow of ideas through the mind. It differs from henbane and opium, and, like green tea, rather excites to watchfulness than composes to sleep, induces a dimness which leaves no impression in the memory, leaving a great susceptibility indicated by a trembling of the hands and irritability of the temper." To the uninitiated the use of the pipe and the indulgence in the cigar appears a problem difficult of solution: to him its flavour is nauseous; he experiences disgust, and as he hears the puff, puff of the unsocial husband, whilst partially obscuring himself by the cloud of his own creation, and "making a chimney of his head," he can scarcely forbear quoting the sarcastic interjection of the vexed wife: "And is this man, enlightened man!"

It has been somewhere asked whether smoking would

have become popular with those who are now slaves to it, if their commencement of the use of tobacco had been deferred till they had attained to years of discretion. Our observation and investigation negative the assumption. Experience points to youthful days as those in which the first attempt is made. As in many other matters, the boy apes the man. He smokes because the man does, and instinctively clings with tenacity to a forbidden thing. A taste is eventually acquired; the indulgence becomes a habit which he cares not to relinquish, although the advice of eleven out of twelve confirmed smokers would be decidedly opposed to the practice. Among the natives of Typee the pipe is symbolic of a guarantee of peace; but with those of more civilized communities it often proves the harbinger of angry discord, leading to habits of intemperance; and teetotallers can adduce voluminous testimony that intemperance engenders strife. They can depict harrowing tales of woe and misery, which excite heartfelt regret that it should ever have occurred to Sir Walter Raleigh to introduce the baneful weed. But to revert to travelling smokers: regardless of consequences, despite of rules and regulations, callous to expostulation, even after the name and address have been obtained with the view to a prosecution, the smoker will smoke. "The fact is," remarked one, "I have habituated myself to my pipe, and must have it at any cost; deprive me of my meals and other sources of gratification, but grant me a free and uninterrupted use of my tobacco; smoking is to me the greatest comfort in life." That comfort is, however, often dearly purchased.

The smoker's gratification and its results remind us of an anecdote of a poacher who had been prosecuted

innumerable times by a certain proprietor of a game preserve. And yet he was caught again, and on that occasion by the owner himself. "Here I am again, sir," was an utterance that greeted the squire's ear. The keeper forthwith bounded towards the delinquent, intent on his capture. "Hold! let him alone," cried his employer. "Come here, Richard," said he, addressing the poacher, "let me speak to you." He advanced towards the latter. "You," he remarked, "have given me a vast amount of trouble; you have experienced many hardships, and yet you again render yourself amenable to the country's laws and my vindictiveness. Promise me that you will not come here again. You'll then have my forgiveness, and I will supply you with game, as often and as much as you require." "I can't, sir—can't indeed," was the reply. "Can't indeed!" echoed the gentleman. "What more do you require? You scoundrel, have I not made a liberal concession, and you spurn it with ingratitude? Why is it that you prefer indulging the nefarious propensity to lawful possession of the object of your pursuit?" "Because I like the sport, and my liking impels me to the act." And thus is it with the smoker; thus incorrigible is he. The penalty stares him in the face, but he yields unresistingly to the tempting weed. To non-smokers it seems a remarkable fatuity that men should be so unconcerned as respects the disastrous consequences of the inhalation of the pipe or cigar. In whatever clime, whether among barbarian or civilized, or how considerable the sacrifice, at how great a penalty, whether the contents be opium or tobacco, the pipe appears to possess a fascination of which its devotee alone is cognizant. In Siam the smoking of opium involves a heavy punishment,

notwithstanding which, however, and a consciousness of its effect upon the mind and body being lamentably pernicious, the momentary pleasure is craved and indulged. Mr. Neale alludes to this in his interesting work, from which we are induced to make the subjoined extract:—

"The more opulent among the Siamese merchants and nobles and independent men of Bangkok are strongly addicted to smoking opium and gambling; but as both these are vices prohibited by the king, and are amenable to a very heavy penalty, the third conviction subjecting the culprit to transportation for life, none dare indulge in them openly or by daylight. One old inveterate opium-smoker told me, that if he knew his life would be forfeited by the act, he could no more resist the temptation than he could curb a fiery steed by a thread bridle. It carried him into the seventh heaven. He heard and saw things no tongue could utter, and felt as though his soul soared so high above the things earthly during those precious moments of oblivion as to have flown beyond the reach of its heavy burthensome cage. However true all this may have been, however ecstatic the enjoyment, the tremulous voice and palsied frame, the deep sunken, glassy, unmeaning eyes, spoke volumes as to the direful effects on the system. A few more whiffs, a few more pleasant glorious dreams, and the last spark would be extinct, and nought but darkness dwell within the lifeless trunk which had revelled its glorious light away."

"Where has the brightness fled
That lighted up yon eye?
Where have both thought and spirit fled,
The smile, the tear, the sigh?
The ripling waters answer 'Hush!'
As gently the beach they lave:

'If mortals upon their fate will rush,
They meet it in the grave.' "

The Siamese are all inveterate smokers, and commence at a very early age, often before they have entirely relinquished the mother's breast.

The good nature and lack of selfishness of the non-smoker is frequently put to the test by his travelling companion, by the inquiry (to which a negative reply is always expected) if it (the pipe or cigar) would be offensive, and a variety of reasons are volunteered in transition to impart to the indulgence a semblance of necessity. A long list of ailments suggest themselves to the imagination, and are given expression to: one speaks of a loss of appetite, another of indigestion, a third of toothache. And we recollect the soothing property of the pipe being alluded to as an alleviation to a sufferer from the fracture of a collar-bone. But the curative and comforting advantages dependent on the cigar or broseley are not their only recommendations. "Smoke," says the advertiser; "smoke, and increase the revenue!"* What an incentive to smoking and to breaking the by-laws of Railway Companies! Imagine with what gusto the rising generation will con the advice; what a cogent excuse to offer to the enraged parent for recourse to the fulsome example of their seniors. "My crikey!" say they, "what a settler for the governor! How patriotic we are becoming now! We must smoke, inasmuch as thereby we help to keep up the standing army, keep down revolt, maintain the pageantry of state. How potent then is the cigar, how potent the pipe: we shall next hear of their recognition as pillars of the constitution!" A parallel

* In the eight months ending August 31st, 1863, the duties of customs were paid on unmanufactured tobacco for 24,372,759 lbs., and on manufactured tobacco 868,415 lbs.

case of patriotism is recorded of one of our cute Transatlantic cousins. "Now," says Jonathan, "now, I ax you fellers who's the best citterzen, him as supports government, or him as doesn't? Why him as does, in course. We supports government, we fellers. Every man that drinks grog supports government; that is, if he lickers at a licensed house. Every blessed drop of licker he swallers there is taxed to pay the salary of them 'ere big wigs. S'pose we was to quit drinking! why government must fall: it couldn't help it nohow. That's the werry reason I drinks. I don't like grog—I mortally hates it. If I followed my own inclination, I'd rather drink buttermilk, or soder-water, or ginger-pop. But I lickers for the good of my country, and so sets an example of patriotism and wirtus self-denial to the rising generation." As before observed, it is difficult, nay impossible, to effectually restrain the smoker. Enjoyment is doubtless derivable from the whiff and puff, or the practice would not be persisted in; it would therefore be churlish to require an entire abandonment of the pleasure, for after all

> "Man wants but little here below,
> Nor wants that little long."

But as the fumigation in a space so confined as a railway carriage is obnoxious and therefore objectionable to other travellers, Railway Companies should endeavour to keep separate those who may be classified as anti-smokers from the smokers. Instead of driving these to an artifice, or to defy authority, let each train have a smoking saloon, or two or more compartments appropriated to smokers in its rear. A plan of this kind is adopted on continental lines, and our American cousins also make provision for removing the clouds which

gather from the pipe to beyond the precincts within which they would be offensive. No extra outlay need be incurred in converting a carriage to the purpose. No costly fittings are required; indeed, a ride in a truck, with the prohibition withdrawn, would be preferred to a lounge in a nicely-cushioned first-class carriage, without the privilege of so much latitude to the inclination. On one railway a paucity of carriages was creative of the expedient of impressing cattle-trucks into the traffic. Under ordinary circumstances passengers would have scouted with disgust the idea of becoming inmates of such substitutes for the regularly-appointed vehicles for passenger conveyance; but the manager having adopted the singular procedure of painting in staring letters on their sides, "Smoking Saloon," a general rush was made to them, other carriages were deserted by the smokers, and accommodation was thus secured for all.

DON'T ALIGHT FROM A TRAIN WHEN IT IS IN MOTION.

Doubtless, owing to the by-laws affecting this subject being but seldom enforced, the practice of alighting from trains before they have been brought to a stand is too general, and a recountal of the narrow escapes consequent thereon would appear incredible to the non-official; nor do all who so imperil themselves go scathless. Sometimes we find a passenger forced onwards with great velocity and prostrated on the platform, and prostrating others with whom he is forced in contact. At others, we are horrified by one who has exhibited a like recklessness, falling between the platform and

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the carriage steps, being thus subjected to a pressure which sadly mutilates as it cuts short the thread of life. We have witnessed many frightful spectacles—legs, arms, the head, and other parts of the body, fearfully gashed and bruised, and crushed and strewn about the line, affording awful examples of the danger of an over-hastiness to leave the train. We are told—

> "Cowards die many times before their deaths,
> The valiant never taste of death but once.
> Of all the wonders that I yet have heard,
> It seems to me most strange that men should fear,
> Seeing that death, a necessary end,
> Will come when it will come."

But we have an impression, that if many passengers were more apprehensive for their safety, accidents and deaths would be less rare.

NEVER RUN AFTER A TRAIN WHEN IN MOTION.

"Supervacaneous advice!" exclaim the more discreet, who argue no one would act so preposterously. The strides of a horse would quickly out-distance its pursuer, but the continuously rapid movements of the iron monster contrast amazingly in fleetness with our four-footed favorite. And yet there are many, many hundreds, who in all simplicity attempt to overtake it, getting their labour for their pains, and further becoming the laughing-stock of those before whom the ridiculous performance is enacted. The disparity of the two means of locomotion is often conspicuous when the youthful impose upon themselves the task; but there is something very comical in the movements of an old

man or old woman hobbling after a train—shouting in the highest key, "Hilloa! hey! stop, Mr. driver—stop!" The driver, however, is slow to obey; he has had orders to proceed, and the countermand must emanate from the superintendent only. Disappointed and chagrined, they return to the starting-point, to become the butt of the mirth-loving spectators of their discomfiture. But, presuming the train to be caught by a reckless one, life and limb is imperilled in the mounting or the endeavour to mount the steps, and the humanity of the driver, if he observes him clinging to the carriages or being dragged along by the train, may influence its stoppage. Thus far success would seem to reward the efforts of the persevering, but hope is soon dissipated; he is released from danger, the train now proceeds without him, and his rashness has to undergo the ordeal of judicial investigation and the operation of the by-law, which subjects—

"Passengers who may enter or leave, or attempt to enter or leave, any of the carriages whilst the train is in motion, to a penalty of 40*s*."

Railway Companies are fully sensible of the danger likely to accrue, not only to passengers, but to their servants, from indifference to the suggestion which the above menace conveys, that they make it incumbent upon the "guards to take their places before the train is in motion, and hence avoid the dangerous practice of doing so after it has started;" but it having become a habit with a large number of the travelling public to remain on the platform until the whistle has sounded, that class of officers are often necessitated to act counter to the order, or they violate another, which enjoins that they in no wise take their seats until they have satisfied themselves that the doors of the carriages are pro-

perly secured, as it does not always occur to passengers to make them fast (broken panels, windows, and window frames have ere now convinced the guards of this): hence the guard's safety is at stake. Matters would be greatly facilitated, and detentions to trains considerably decreased, besides an abatement of risk being manifest, if passengers would abstain from deferring the occupancy of their seats beyond the time actually needed for it. Railway officials are occasionally subject to accidents in the attempt to alight from or enter a train when in motion, and therefore it must necessarily follow that the risk to persons who are unaccustomed to the practice is in a degree tenfold greater. We would therefore strongly advocate an adherence to rules, not only as a means of avoiding the unpleasantness consequent on the infliction of a fine, but as a preventive of accidents. Many disasters are traceable to, and much vexatious litigation derives its origin from, the censurable practice to which we have made allusion. Sailors occasionally create much of the sensational, by daringly bounding in acrobatic style from the platform through the window of a carriage which is gliding from the station. At another time the thoughtless son of the ocean may be seen madly racing after a train; perchance he makes a false move in trying to ascend the carriage step, but soon recovers his position; the ascent is attained; and now, with something like monkey agility, he passes along the entire length of the carriage, lifts himself by means of his hands and arms to the roof of the carriage, and drops quietly through the window into the interior.

RIOING ON THE ROOFS OR STEPS OF CARRIAGES.

By-law.—"No passenger shall be permitted to ride on the roof, steps, or platform, of any carriage; and any person in so doing after being warned to desist, by the guard in charge of the train, or any officer of the Company, is hereby subjected to a penalty not exceeding forty shillings."

Order to Railway Guards.—"Guards are forbidden to pass over the tops of carriages when in motion, and they must not allow any person to ride outside the passenger carriages."

An injunction prohibitive of a ride on a carriage roof must appear to many as uncalled for. To be sure, it is an elevated position, but it would seem scarcely possible that to the most aspiring it possessed such charms as would secure for it a predilection. Still, with those who yearn for novelty, it has assumed an attractive feature, and but for the prospective punishment the ears might be made to tingle in listening to acts foolhardy, though intrepid. With officials, the mounting a roof is not rare. The long tarpaulin which surmounts the roof might, owing to some omission of the guard, have become disengaged from the straps, a portion of it is wafted by the breeze, injury to it seems inevitable; and to avert the imposition of the fine incurred by not assuring himself before starting that it was secured, the guard passes through the window to the roof, carefully adjusts the folds, makes sure the fastening, and returns to his seat. This is hazardous and scarcely warrantable: as the many bridges and tunnels which span the line render extremely probable his head getting into contact with something harder than itself, it appears too great a risk for the attainment of so trivial an object. A clerk whose truancy was suspected by his chief had been noticed at a station at which business did not require

him. The trains were closely watched to intercept his return. All trains had passed, but the vigilance of the spies had not been able to detect his proceeding by them. At the usual time for his resuming duty at his appointed post, a telegram was despatched requiring him to report himself; and strangely enough he did so. This of course occasioned astonishment. "Had he rendered himself invisible? was he ubiquitous?" However this might be, no charge could be sustained against him. He was a night clerk, and the telegraphic assertion was verified by his superintendent. Subsequently the clerk imparted the secret to a confidential friend. He had observed an eye upon him, and he divined the sequel, if expedient could not avail him. Therefore, taking advantage of the sable mantle of night, he raised himself on the off side of the carriage to the roof, and then lying prostrate, his arms embracing the lamp chimney, managed to get away, and stealthily and unperceived alighted at his own station.

We have heard much of the want of communication between guard and driver; but the guard has ere now adopted the singular means of getting within hail of the driver by leaping from roof to roof of the carriages of which his train consisted.

The platform step of a carriage appears of ample width for standing upon; still its occupancy cannot be depended upon for the entire distance to be travelled. There is the contingency of being brushed off by an abutment, or of the rapid passage of the train rendering it insecure and untenable; indeed, on the whole, it will not be found by any means an eligible or comfortable position *in transitu.* Yet we have known an instance of a child of infantile years quietly depositing herself on the step of a carriage, the train having through

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superintendent. The guard's van is by no means a feathered bed nor a soft couch to the passenger, nor is it proof against divers starts, and shakes, and jumps or such like disagreeable motions. In rushing along a declivity, in starting, or being brought to a stand, the trucks buff and rebuff, and a sudden jerk from the seat, and a sensation very like the dislocation of a joint, is the inevitable consequence; and yet there are numbers (to whom like experiences are known) who beg, as a coveted privilege, to occupy a seat in the forbidden conveyance, sometimes absolutely losing the last passenger train to improve the chance of their request being irresistible; and if it prove so, their fellow passengers are not always those in whose circle one might delight to associate, assuredly by no means constituents of refined society. Drovers, horse-dealers, cattle-dealers in charge of stock, some of these with begrimed face, and clothes betokening a disregard of the abluent process; perhaps amusing themselves with choice repartee, blending language not exactly meet for ears polite; or it may be that fatigue or vibration lull them to sleep, and then, closely huddled together or upon each other, they give utterance to unmellifluous sounds. Doubtless a revulsion of feeling, the suppression of the desire, and the creation of a distaste for travelling by goods train, might be expected by a certain revelation which the Railway servant could impart, viz. the occasional close proximity of the guard's van to the vehicle in which combustibles are conveyed, the "gunpowder van" being generally disposed as the last carriage but one, and the guard's van the last of all in the train. Luckily, an explosion in a train has not frequently to be recorded; still an explosion has ere now happened, and may occur again. We have known such a disaster to have

some cause stopped between stations, and ride a considerable distance without sustaining a fall or being the least inconvenienced or injured; but the thoughtlessness here exhibited in the child was reflected in the man, as evidenced in a magisterial inquiry recently instituted by the Monmouthshire Railway Company, against a Mr. Jones. The defendant had alighted from the train to speak to some one on the platform, where he continued talking until the despatch of the train, and then jumped on to the step of one of the carriages, and remained there holding on by the door, which was locked; and fortunately for him that it was, for, according to the testimony of the guard, if he had succeeded in opening it (and he attempted to do so) when passing under one of the bridges, he would have been squeezed to death. As it was, he suffered pecuniarily by being subjected to the imposition of a fine of 20*s*.

PASSENGERS BY GOODS TRAINS.

Modern times, the days of Blue Beard (who has not read the tragic tale of Blue Beard and Female Curiosity?), and those of the Paradisiacal period, afford illustrations of the proneness of man, ay and woman too, to adopt a course of action clearly definable as inimical to prohibitive measures; indeed, there are times and circumstances when an interdict operates as an incentive to opposition, creating a desire that can be appeased only by the attainment of the object. This (although repugnant to strict discipline, but reconcilable with our prefatory remarks) will account for the numerous earnest appeals which are brought to bear upon the obliging nature of the

superintendent. The guard's van is by no means a feathered bed nor a soft couch to the passenger, nor is it proof against divers starts, and shakes, and jumps or such like disagreeable motions. In rushing along a declivity, in starting, or being brought to a stand, the trucks buff and rebuff, and a sudden jerk from the seat, and a sensation very like the dislocation of a joint, is the inevitable consequence; and yet there are numbers (to whom like experiences are known) who beg, as a coveted privilege, to occupy a seat in the forbidden conveyance, sometimes absolutely losing the last passenger train to improve the chance of their request being irresistible; and if it prove so, their fellow passengers are not always those in whose circle one might delight to associate, assuredly by no means constituents of refined society. Drovers, horse-dealers, cattle-dealers in charge of stock, some of these with begrimed face, and clothes betokening a disregard of the abluent process; perhaps amusing themselves with choice repartee, blending language not exactly meet for ears polite; or it may be that fatigue or vibration lull them to sleep, and then, closely huddled together or upon each other, they give utterance to unmellifluous sounds. Doubtless a revulsion of feeling, the suppression of the desire, and the creation of a distaste for travelling by goods train, might be expected by a certain revelation which the Railway servant could impart, viz. the occasional close proximity of the guard's van to the vehicle in which combustibles are conveyed, the "gunpowder van" being generally disposed as the last carriage but one, and the guard's van the last of all in the train. Luckily, an explosion in a train has not frequently to be recorded; still an explosion has ere now happened, and may occur again. We have known such a disaster to have

divested a "gunpowder van" of its roof and sides, and shattered portions of the floor, the under part and the wheels, however, not being displaced from the rails, the wheels still making the revolution with their wonted precision, and this notwithstanding the force with which the roof and sides and ends were separated and scattered to the four winds. The driver, in alluding to the event, describes it as "an appalling catastrophe thundering forth its report loud as an ordnance chorus of twenty strong." Imagine, then, being but one remove from the direful cause. The chorus, as may be conjectured, arrested his attention: looking back, he beheld huge pieces of plate iron gravitating from their precipitate elevation, intermixed with large projectiles, he knew not what, some blazing and falling near and remotely, some bounding against the cliffs, some shooting in a lateral direction to an incredible distance, some dropping on the roof of trucks and disappearing through them. In his fright, he did not appear to know what to do, and therefore did nothing but look on in amazement, letting the train take its course. As it proceeded, it appeared to carry the danger with it; and if stopped, it seemed as though it would do so in the midst of danger. However, the perilous position of the guards, who were in the rear of the train, brightened his ideas; and, as a consequence, the train was soon rendered motionless, and the guards discovered in a state of trepidation. Speaking of fear, we are reminded of an anecdote of Nelson, in which he is reputed to have expressed himself as not knowing what fear was; and an incident connected with the above accident would almost impress one with the conviction of its being possible that man might really be a stranger to fear. A platelayer observing in an adjacent field a wrapper, in which a barrel of gunpow-

der was enveloped, to be on fire, had the temerity to hasten towards it, filled his "tea" can with water from a brook, poured it on the burning cloth, and extinguished the fire, ere the cask had ignited. Fortunately for him, it had not, or he might have involuntarily accomplished sundry evolutions in the air.

DEFICIENCY OF CARRIAGE ACCOMMODATION.

"We have taken our tickets, and they (the Railway authorities) are bound to find us room." Such seems the impression prevalent among Railway travellers; and the less excitable, whilst giving utterance to their belief, calmly await the issue of events. Cool spectators of the scrambling, pushing, and struggling of the impulsive for places, they incur no risk to clothes nor person, and their retiring manners prevent an exhibition of selfishness. And perhaps they get as comfortable a seat as the more energetic, notwithstanding their jostling, crowding, and pushing to supplant each other. The example, therefore, of the impetuous, as a general rule, is rather to be deprecated than followed. Notwithstanding, the Railway regulations are certainly creative of the inference of a misconception on the part of persons who have imbibed such notions as those to which allusion has been made, as affects the compulsory powers which the public suppose may be brought to bear against Railway Companies.

EXTRACT FROM THE BY-LAWS.

"At the intermediate stations, the fares will only be accepted and the tickets furnished conditionally; that is to say, in case there shall be room in the train for which the tickets are supplied. If there shall not be room for all the passengers to

whom tickets have been furnished, those to whom tickets have been furnished for the longest distance shall have the preference, and those to whom tickets have been furnished for the same distance shall have priority according to the order in which the tickets have been issued, as denoted by the consecutive numbers stamped upon them."

These conditions are but rarely enforced, as, in the event of a train being crowded, spare vehicles of some kind are almost invariably at hand; and persons who are intent on a journey, rather than being deterred from prosecuting it, would prefer crowding even into a cattle-truck; but when there is a lack of substitutes for the ordinary passenger carriage, the time that would be involved in the examination of the tickets with the view to the compliance with such provisions is taken into consideration; hence, those who remain on the platform after the carriages are filled—no matter how long or how short the distance, or how high or how low the number of the ticket—are supposed to have forfeited their right of precedence; the whistle sounds, and the train steams off regardless of them. When trains are verging towards the state of being well filled, there is a difficulty in securing places for new comers. Those who are fortunate enough to have taken up their position manifest a spitefulness, and extreme selfishness. They do not like to be crowded. Why should they? They have paid their fare; as number one is admitted to be the first law of nature, they deem they have a right to make themselves at ease. Therefore, they protrude their heads and shoulders through the window, or place their backs against it, and thus keep outsiders in a state of ignorance as to the emptiness, or otherwise, of the compartment. One, two, or half a dozen seats may in consequence remain unoccupied

during the entire length of the journey—the Railway Company defrauded of as many fares, and a like number of anxious ticket-holders prevented accomplishing a journey on which questions of moment were dependent.

Another censurable practice which is much in vogue is the spreading rugs, cloaks, and other articles over untenanted spaces of the seats, as though they were but temporarily unoccupied, and making assertions in accordance with appearances. Frequent travellers are awake to procedures of this nature, and many of them therefore give no credence to even *bonâ fide* cases, and hence evince a perversity of manner that renders things perfectly uncomfortable. There are some who, standing upon their right, assert and make themselves as disagreeable as it is possible for them to do, obtruding themselves into a family party, and shutting out members of it who have ridden a considerable distance, but who, through some cause, refreshments or other matters, might have vacated their seats but for a few minutes, notwithstanding the protestation of fellow passengers and of the immediate family circle.

There are instances of members of a party who arrive at a station at which the train is joined too late, through the fulness of a carriage, to enable them to travel together in the same compartment. Now, it is inconsistent in such cases to expect strangers to inconvenience themselves by relinquishing their seats for the accommodation of their friends; still, preposterous as it may seem, ejectment of the "intruder" has been sought. An assault originated from a like cause.

A Mr. Snowden sued the Eastern Counties Railway Company, in the Ipswich County Court, for damages, consequent upon his being ejected from a first-class carriage.

Plaintiff purchased tickets to Scarborough and back, for himself and friends. The party occupied a carriage to themselves on the forward journey, and had arranged among themselves to return together. But himself and wife failed to arrive at the station with the rest of the party: the presence of strangers therefore negatived the re-union of friends as far as the return trip was concerned. Plaintiff, however, determined not to be excluded without an effort. The strangers were requested by him to render to him his assumed due; but they viewed matters in an aspect hostile to his; they disregarded his behest, and he therefore seated himself on the arm of the seat, whence he was removed to the platform by the superintendent. The judge decided in favour of defendants, remarking that the plaintiff had no right to assume a seat that had already been taken possession of; and as the carriage was full, the superintendent's act was justifiable.

When there is a scarcity of accommodation, and the vehicles at hand are not such as the passengers have contracted for, there is much difficulty experienced in getting them to adapt themselves to circumstances. The superintendent begs of them to be seated; they are reminded of the delay to the train, and are assured that no better accommodation can be supplied; but they are implacable. "Did they not pay for such and such a class of ticket, and they will see that the Company fulfil their engagements?" "They'll laugh at impossibilities, and say they shall be done." Reference to the notice on the time-bills is useless. "Absurd boast!" they exclaim: "Such notices are mere waste paper." When argument fails, the sounding of the guard's whistle is had recourse to, and, "goodness gracious!" what a scramble then takes place for seats, which are soon ap-

propriated; and doubtless subsequent reflection teaches them to be thankful that they were provided with those even; but of course the abuse and murmurs only subside after the train has moved off and the superintendent can no longer hear them. Now, in cases of passengers being obliged to proceed in an inferior class of carriage to that which their fare authorizes, instead of bickering and jabbering with the officials, they should call the superintendent's attention to the fact, and after the journey is completed make a formal claim for the difference of fare. This mode is usually simple and effective.

DESIRABILITY OF A BRIDGE COMMUNICATION BETWEEN PLATFORMS.

The iron horse puffing and snorting as it dashes past at full speed with its train, or by itself, is somewhat terrific. It is then beheld in all its terror, and the thought aroused must partake of surprise that its rapid transit is not more harmful. At stations, more especially, although its movements there are not characterized by such velocity, there seems much cause for fear; witness the vast numbers of individuals crossing and re-crossing from one platform to the other, and among them some whose thoughts are absorbed in matters connected with their journey, the places or persons they had left behind, or conversation or other matters might occupy their attention, apprehension of danger latent. An engine, at such time of mental abstraction, emerging from the locomotive department, moving with stealthy strides, or propelling its train (obscured by smoke and steam), may cut short the thought and hush the tongue for ever. It is by no means rare for

the public to be crossing to an opposite platform at the moment a passing train is rushing through the station at almost lightning speed, and for it to do its sad work, that throws many a, but a few minutes before, happy family into lamentation, mourning, and woe, each event adducing in itself a further illustration of the necessity of erecting bridges across the lines at stations for the safe passage of the public from one side to the other. Officials might have access to the line, their duties render it compulsory, but the public should never; and yet even at some of the busiest stations, through which engines are running up and down the yard, engaged in shunting incessantly, they are necessitated to traverse the dangerous thoroughfare. Seems it not strange that in this respect means are not adopted to obviate such risk? Like as if indulging in some childish game, they have to catch at the first opportunity to run across so as to prevent the engine coming into contact with them.

Another disadvantage of the want of bridges at stations, is that parties who have to cross the line to join a train have sometimes their progress impeded by a goods train passing through the yard, and are thus occasioned the anxiety consequent on the prospect of their being left behind.

COMMUNICATION BETWEEN GUARD AND DRIVER.

When an accident happens, the inquiry paramount is, "Why don't Railway Companies devise a means of communication between guard and driver." This is a subject which has obtained much earnest thought among Railway men, and various suggestions have resulted therefrom; some, however, to be passed un-

heeded by, and others to raise the aspirations of a projector by the concession of a trial of his invention, but with what success may be gleaned from the fact of only one mode of communication being in general use. There is, however, a contrivance, which has the advantage of being simple and effectual, in operation on one or two lines. It consists of a cord passing through some hooks which are affixed to the sides of the vehicles composing a train, and extending from the break-van in the rear of the train to the engine.

When the guard has occasion to arrest the attention of the driver, he has merely to turn round the wheel or windlass, and that tightening the rope, the engine whistle is thereby "opened" and sends forth its shrill noise. In other cases a gong is sounded by the same means. The driver immediately looks back, and by telegraphic signs of the guard, the exhibition of signals, or the position of the carriages, regulates his movements in pulling up, slackening speed, or otherwise.

A like purpose might be answered if a rope was passed over rollers on the top of the carriages, and a handle connected therewith made accessible to the guard by being suspended from the roof of his van.

The system of communication uniformly adopted is for the guard to apply his break and suddenly release it, repeating the operation two or three times. This produces a sudden check each time, and the driver's attention is consequently secured; he looks back, and the hand or flag signal by day or red light at night being exhibited by the guard, the stoppage of the train is effected.

This plan has been attended with satisfactory results in numerous instances, but it must be admitted that its application is at the risk of breakage to the connections

or draw chains. It may perhaps be employed with greater facility than the rope in the case of goods trains, long ones especially; indeed, the rope would retard the detaching or attaching of trucks, inasmuch as, unless removed at each station, it would fetter the action of the guards, and then the re-adjustment of it would occupy so much time as to prevent the train keeping time and rendering prospective its getting in the way of other trains, and the object for which it was intended not only frustrated, but occasioning greater apprehension of danger; the remedy thus proving worse than the disease. But with regard to passenger trains, the rope is really an essential adjunct; indeed, it should be deemed indispensable until a better mode be substituted. A ludicrous incident is on record as due to the want of such a contrivance. A train, which consisted of six carriages, had been despatched from a station. Nothing appeared defective with any portion of it; but ere it had proceeded midway between the departure and arrival stations, the guards and passengers were sadly discomfited to find the engine steaming forwards without them. Soon it was lost to sight to them, and in course of time it stopped at the platform of the next station, which happened to be the terminal. Not receiving instructions as to disposal of the carriages so quickly as he was wont to, "I say, Bill," exclaims the driver to one of the porters, "do you mean to keep us here all day? Where are we to put the carriages?" "Carriages!" jocularly replied the man addressed, "what carriages?" The engine-man now cast a retrospective glance, and then discovered the state of affairs. The engine now retreated to a distance of about five miles, and there the affrighted driver found his train. The draw-bar of the engine had become detached from its fastening,

and being drawn gently out by the weight of the carriages behind it, had no longer any connection with the train.

LEFT LUGGAGE.

The number of articles of luggage, the property of passengers, which goes astray, or is otherwise not forthcoming on the arrival of trains, is really prodigious. Various causes may be assigned for irregularities of this nature, now involving blame on the owner, and then on some one else; it might be a guard, a porter, a boots, or any other man; but be it he or they, inquiry is necessary, and the superintendent, or his representative should be immediately furnished with a full description of the missing package, with particulars as to where last seen by the owner, whether labelled, addressed, bearing any particular mark or old label, and every other information that would be likely to facilitate its discovery; nothing should be concealed, even provided the investigation be necessitated through a want of care on the part of the owners. It is by no means rare, that in trying to exculpate themselves from blame, and thus, as they think, to secure the full operation of the efforts of the superintendent by inculpating the Railway servant, that passengers' luggage is irretrievably lost, or its recovery retarded. We have known passengers assert that they have not only seen their luggage labelled, but stowed in the train, when it has subsequently transpired that it had not left the hotel or the residence of the party. Another is positive his carpet-bag had arrived with him; he had seen it taken out of the train, therefore it is quite evident it must have been carried away

by some one; and yet, owing to the want of instructions, it had not left the departure station. Still there are instances in which luggage becomes mixed, and falls into the possession of persons to whom it does not belong. An instance of this kind was once likely to have involved a Railway Company in a law-suit, to which much importance would have attached. A box, comprising in its contents some very valuable jewellery, had been sought for during a period extending over a month; as no trace of its whereabouts was perceptible, all hopes seemed at an end, when among a quantity of luggage which had been brought to one of the stations on the same line, was a box to which a lady called the attention of the superintendent as not belonging to her. It appears she had, about a month previously, arrived at the same station on a visit to a neighbouring seat, and, as is usual with ladies, a goodly quantity of luggage accompanied her; when she was on the point of returning home, she observed a strange box, of which she repudiated the ownership; but on her host assuring her it had been brought with her luggage, the thought occurred that it had been erroneously taken from the station; hence her inquiry of the superintendent, and the consequent restoration of the box to its rightful owner.

Sometimes we meet with very astute passengers, who, rather than admit an uncertainty of belief, write to the superintendents of two or three Railways over which they have travelled, alleging to each that the loss occurred at his particular station, or on the line with which he is immediately connected; but as inquiries are likely to get circulated from one to the other of them, neither believe him; they even question whether the luggage has been lost at all, and probably may not care to pro-

secute the inquiry further. Better, much better, is it to adhere to the truth, and if there is a doubt to give expression to it; artifice, intimidation, or misrepresentation, is not, as a general rule, needed to stimulate the Railway official to exertion.

Besides the labelled luggage, which may be considered as in charge of the Railway guard, articles which are conveyed in the same compartment as their owners, occasion inquiries, search, &c., at the principal stations, to the extent of about one to every third train. An umbrella has been left in the rack; a small bag in the netting; a book, a rug, or coat, on the seat; a hat between the suspenders; a portmanteau under the seat, &c. A man runs to the station in breathless haste to say, "His missus had forgotten to take her bundle of baby-linen, a joint of meat, a cake, or other good things, from the third-class carriage next the engine;" another announces that her satchel or shawl had gone through in a second-class carriage; and a third that a portmonnaie and enclosures of gold, bank-notes, or a pipe, yes, a pipe (notwithstanding the interdict), had been left in in a first-class carriage. Prompt information to the superintendent often leads to the recovery of the articles, as he has generally the telegraph at his command, and search in the carriages at the next station in advance is thereby secured.

"Three friends once, in the course of conversation,
Touch'd upon honesty. 'No virtue better,'
Says Dick, quite lost in self-admiration;
'I'm sure I'm honest, ay, beyond the letter.

'You know the field I farm: well, underground,
My plough stuck in the middle of a furrow,
And there a pot of silver coins I found,
My landlord has it without fail to-morrow.'

So modestly his good intent he told.
'But wait,' says Bob, 'we soon shall see who's best:
A stranger left with me uncounted gold,
And I don't touch it—which is honestest.'

'Your deeds are pretty good,' says Jack; 'but I
Have done much better—would that all folks learn'd it!—
Hear the highest pitch of honesty—
I borrow'd an umbrella and return'd it!'"

It is fortunate for the loser if his fellow-passengers are equal to Dick, Bob, or Jack, in the resistance of temptation. Some there are whose deeds stamp them as alike regardful of the rights of others, as money, jewellery, and other valuables have been delivered to the authorities by the finders; but there are a large majority of the patrons of the rail who cannot boast of having attained to that perfect state of integrity. Occasionally a telegram has been instrumental in the detection of even first-class passengers whilst making their exit from a station clad in a coat, or cloak, or wearing a cap, that belonged to a person who had previously alighted. Subsequent discoveries of this nature have been brought about in a remarkable manner. A passenger purposely effected the exchange of his coat for one of a superior quality, during the temporary absence of the owner of the latter. The appearance of the strange coat, and the disappearance of the familiar one, did not excite suspicion; a charitable construction was accorded to the act; the superintendent was informed of the fact, the inferior garment handed to him, and the injunction given as to the forwarding the former (upon its return) to the owner. A week or so elapsed, when a letter was received containing an inquiry for a coat, describing exactly the one on hand, but not a syllable about the other. The dishonesty of the writer now became palpable,

and his avarice drew down upon him a just retribution. Although there are many instances of purloining, still the misapplication of passengers' luggage cannot be always traced to dishonest motives; perhaps errors are more often assignable.

Here is an instance of mistaken identity. At a joint station of two railways a nobleman instructed a porter to convey his luggage from one Company's train to that of the other, and then hastened to the refreshment-room; emerging from which a few minutes afterwards, he observed among other luggage on the platform a case which he identified as his own, and the seeming disobliging porter being within hail, he demanded of him why he had not obeyed orders. "I did, my lord," was the reply. "There, sirrah!" was the haughty rejoinder of the great one, as he pointed to what appeared the veritable article, "no dependence can be reposed in you fellows. Now, let me see you place it in the train." Whether the case had been removed by an invisible agency, or by what other means, the porter could not divine; but there, thought he, there it evidently is; and as it appeared useless to attempt to repudiate what seemed irrefutable, he even pocketed the affront, and shouldering the case proceeded to the carriage, and on opening the door disclosed case No 1, and by its side he deposited his burthen. The noble now became puzzled. Examining this one and then that, he ultimately arrived at the indefinite conclusion that one of them was his. Search was now made for the owner of No. 2, to clear the difficulty; but as he beheld the cases, prototypes of each other, ranged side by side, the incertitude extended to him. He declared his "inability to discover which was which." The key test was now applied, and the successful application of that of the

nobleman to No. 2 so satisfied him that, without incuring the trouble of raising the lid, he took possession of it, and the gentleman without further ado adopted the other; but subsequent recourse to them for certain of their contents revealed the error. The superintendent was thereupon written to by both for the address of each other; the information was gleaned and furnished from their letters, and the matter finally adjusted.

Indistinct writing in addresses should be avoided as much as possible; neglect in that respect, if the Company's labels get displaced or lost, leads to considerable annoyance and trouble. Through illegible caligraphy, such mistakes in reading directions as the following are very common:—Abingdon for Abington; Barnby for Burnby; Blackwell for Blackwall; Fareham for Farnham; Ganton for Granton; Hatfield for Hadfield; Horncastle for Harecastle; Harwich for Horwich; Huntington for Huntingdon; Legbourne for Leybourne; Norbury for Horbury.

On the arrival of a train at its terminus, it is customary for the head guard to search the first class, and the under guard the second and third class carriages; and if they discover any left luggage, to confide it to the care of the superintendent of the station. At each station is kept a register of "lost property," in which is recorded the name and address (if any) borne by it, when, where, and by whom found, the train, date, when applied for, to whom delivered, with signature of recipient, &c.

If luggage is not claimed within twenty-four hours after its discovery, it is forwarded to the general depôt (there is a depôt connected with each Railway) for "left or lost luggage." When luggage is missing, the superintendent should be apprised as early as possible of it,

and full particulars given to him as to whether, and how, addressed or labelled, or both, and if any old labels were affixed to it, with the names borne by them. (Here we would caution passengers against allowing old labels to remain on any article, as they are likely to occasion confusion.) If a box, the shape and colour should be described, and mention made with regard to the nature of the material with which (if) covered. If a hamper or basket, it should be stated which, and the contents. If a bundle, an explanation as to the sort of wrapper and nature of contents (as, for instance, wearing apparel, bed, &c.) is required.

In the case of parasols, rugs, or umbrellas, the colour and material and handle should be described, and a notification should be given of the colour of carpet or other bags, portmanteaus, &c. If a book, it is necessary to furnish the title; and if a hat, the colour and maker's name; the date and particulars of the train by which the owner travelled should be supplied, and other information that would be likely to facilitate the inquiry. It is customary for the superintendent of the station at which the application for left luggage is first made to despatch inquiries to the several stations on the same Railway, commencing at that one at which the article was last seen; or, if circumstances require it, at the station whence the owner began his journey, and invariably at the lost property depôt. A copy of the inquiry note has also to be despatched to the Railway clearing-house, to which establishment a return is made daily of articles found at the respective stations of the various lines associated with it; so that if they get astray or to any of such Railways, there is a probability of their ultimate recovery.

A demand at the rate of 6*d.* per article is made by

some Companies on luggage which may have been left on their premises, or in their carriages, provided their servants are not in fault; but when they are, the charge is not enforced.

LOST PROPERTY DEPOT.

A lost property depôt is generally established at the principal terminus of each Railway. It is instituted for the reception of all unclaimed luggage found at the stations on the particular line with which it is immediately connected, and may therefore be considered a repository of miscellaneous commodities, heterogeneous in the extreme—umbrellas, parasols, and walking-sticks predominating in number. Then there are various specimens of the perruquier's art; every description of clothing, including socks, stockings, boots, shoes, hats, caps, collars, cuffs, coats, trowsers, waistcoats, &c. &c.; travelling appliances, from the foraging bag to the valisse, portmanteau, and huge sailor's chest; beds, bedsteads, and bedding; plated and silver goods, watches, rings, diamond and others, and every species of jewellery; and even money of sterling and foreign currency; bank notes; provision for a pic-nic, or a Sunday dinner; poultry, meats, and confectionery; a marriage trousseau; a hat-band, and a christening robe; birds, dogs; ay, and be not amazed, monkeys; in fact, something of everything, and therefore too numerous to mention. If application be made, and a full description given within reasonable time, the owner of any portion of this varied collection will have it restored to him. The more perishable goods are sold as early as possible; but those which are not subject to decay are permitted to remain for periods varying from

three to twelve months, when, after public notice, they are disposed of by public auction.

PASSENGERS' LUGGAGE.

"Passengers are recommended to see that the Company's labels are placed upon each article of their luggage."

Such is the suggestion of Railway Companies. It is not always sufficient to order a porter to affix a label to this carpet-bag or that box, but for the owner to assure himself that it is done, and properly too. The porter may be courteous enough to promise compliance; but, assuming the promise may be in good faith, his attention might be called for the moment to something else (for railway officials are frequently required to wait upon half-a-dozen individuals at the same time), and in the hurry of business the promise may be forgotten, or the label not made to indicate the correct destination; or, what is equally provocative of inconvenience, particularly if not addressed, the article may be stowed in the luggage compartment minus a label, and then a halo of uncertainty surrounds its future. It may be wafted to the end of the line; transferred and re-transferred from company to company, from line to line, or its dubious course procrastinated at an early stage, and the prospect of its recovery (if recovered at all) may be remote. As an addendum to the foregoing suggestion, passengers are advised to fully address each article constituting their luggage; to observe that it is deposited in the van or carriage, of the number of which he should make a note; and in the event of a change of carriage, or break of gauge, to satisfy himself that it has been transferred, or not removed, as the case may

be. This may not always be practicable; but where it is, the devotion of so much attention might save an endless amount of trouble. "What," it may be asked,—"what are the officials for?" Why should we impose upon ourselves a duty that properly belongs to them?" But the best-regulated concerns are not altogether exempt from omissions or errors; and if a little supervision of things with which we are so intimately connected, conduces to a right issue, mutual advantage is derived. The numerous articles that go astray, which are never afterwards seen by the owner, or that find their way into the lost property depôt, are evidence of the consequences of neglect on the part of the passenger as much as of the railway authorities. The impression that the Railway Company is responsible for the due transport of luggage is in many instances creative of recklessness in the passenger with respect to the safety of his. "What care we?" think some, "We can compel the company to compensate us for the delay and inconvenience." "I," says another, "will make them pay for my loss of time." "And I," remarks another, "will sue them for the loss of the article." We will not attempt to define to what extent the prosecution of these threats may be consistent with equity; but legally considered the majority of cases are provided against by the protective powers possessed by Railway Companies.

LUGGAGE SHOULD NOT BE LABELLED BEYOND OR SHORT OF DESTINATION.

A practice exists with certain of the travelling public, and more particularly commercial men, who, having business at two or more towns in communication with

the same line, instruct for one article to be labelled for this station, and one for that, and a risk of miscarriage is thereby incurred. Probably the label becomes disengaged from the luggage, or the latter gets mixed with articles for other stations; and there being no timely inquiry for it, it is uncertain when or where it may be removed from the train, or what will eventually become of it, and the owner has not the slightest grounds of claim for loss or delay. An action adjudicated upon in the Small Debts Court, Aberdeen, may be cited in illustration of judicial views, as it affects the conveyance of personal luggage, when not accompanied throughout the entire distance by its owner.

Anderson v. *Great North of Scotland.*

Claimant procured a ticket at Aberdeen for Keith, but ordered that a portion of his luggage should be labelled to Elgin. Subsequently he re-booked at Keith for Elgin, and on arriving there discovered that the luggage which should have reached that place in advance, was not to be found; the present action was therefore instituted for the recovery of its value. The sheriff-substitute decreed in favour of the Company, he holding that the obligation to carry the luggage was simply accessory to that of carrying the passenger, and the claimant having voluntarily contracted with the Railway Company for his conveyance to Keith, whilst the booking to Elgin was optional with him, the Company's responsibility ceased at Keith, and he was not entitled to have his luggage labelled to, or carried beyond Keith.

PASSENGERS' LUGGAGE.—WEIGHTS EXEMPT FROM CHARGE.

The heterogeneous combination of packages constituting the traveller's luggage, which within a few minutes rise into huge heaps to disappear as suddenly from the platform, would seem to impress one with the idea that the term "passengers' luggage" is of broad signification, in fact, embracing every description of article that can be conveyed by a passenger train—pianos, beds, bedsteads, chairs, couches, clocks, and the various accessories of the household, intermixed with trees, shrubs, and plants, ranging from the choice exotic to those of the lowly wild-flower. Provisions in variety, carcasses, and even coffins; indeed, almost every species of goods, is thrust forward as coming under the denomination; but a rigid adherence to the true definition of the term would be tantamount to a rejection of all that cannot be classified as the immediate personal requirements of the passengers. Railway Companies are fully aware they carry much that cannot be thus designated; but rather than occasion vexatious annoyance, or trammel commerce, the restrictions are by certain Companies often made to apply to weight only. On some railways the articles permissable as passengers' luggage are enumerated on the excess luggage note thus:—trunk, carpet-bag, basket, hamper, bandbox, leather bag, portmanteau. All Railway Companies profess not to carry, as passengers' luggage, merchandise intended for hire or profit; and a few of them announce that packages of any description containing other articles than wearing apparel will be charged for at the ordinary parcels rates. Bullion, however, accompanied by bankers' clerks is treated, on

most lines, as passengers' luggage. The Acts 7 and 8 Vic. cap. 85, sec. 12, provides for the free carriage of 1 cwt. of personal luggage for every officer, and 56lbs. for every soldier, marine, private, soldier's wife, or widow.

The same Act, sec. 6, entitles every third-class passenger to take with him 56 lbs. of luggage, not being merchandise carried for hire or profit, without extra charge.

A slight deviation, favourable to third-class passengers is made by some Railway Companies, but a much greater contrast than marks the various allowances prescribed by them to that particular description of passenger, is observable in the comparative statement of weights exempt from charge to the other classes.

EXAMPLE.

	Allowance to Passengers.		
	1st Class. lbs.	2nd Class. lbs.	3rd Class. lbs.
Caledonian			
Midland			
Great Northern			
London and North Western ...	112	100	56
Great Western, from Didcot to Chester, both inclusive ...			
Scottish Central			
Arbroath and Dundee ...			
London, Brighton, & South Coast			
London and South Western ...			
Waterford and Limerick ...	112	84	56
Limerick and Ennis			
Limerick, Castleconnell, and Killaloe			
Great Eastern	120	100	60
South Devon	112	60	60
Great Western	120	100	60
Bristol and Exeter	112	56	56
Monmouthshire	112	56	56
London, Chatham, and Dover	100	60	56

Children under 12 years of age are allowed but half of the above weights.

Passengers, irrespective of class, from London to Paris or Dieppe, are allowed 66lbs. each.

PERSONAL LUGGAGE BY EXCURSION TRAINS.

The weight of luggage allowed to passengers by excursion trains is, as a general rule, restricted to one article for each individual; such article, however, must not exceed the weight allowed free of charge to passengers holding a similar class of ticket for ordinary trains.

LUGGAGE OF NO DESCRIPTION BY CERTAIN TRAINS.

There are Railway Companies who decline to carry even personal luggage by certain trains, various reasons being adduced as necessitating their doing so, the primary one being the reduction to so low a scale of charge as to render necessary the appropriation of every available space in the train to passengers. Another motive is to obviate the detention to which trains are ordinarily subjected by the loading and unloading of luggage. Baron Martin, however, decided in the suit of Rumsey *v.* North Eastern Railway Company, tried at the York Assizes that this regulation was untenable. That Company was, it appears, issuing at Scarborough, for Whitby, day-tickets of two kinds and at two prices, viz. 9*s*. and 5*s*.; the former entitling the passenger to the usual weight of luggage, but it was publicly notified

at the station that no luggage whatever would be allowed to the holders of the latter. The plaintiff admitted having read such notice; but, notwithstanding, he took with him, as far as Ruimington, a trunk weighing 105 lbs., and requested the guard to send it thence to York. The guard would not comply; but the trunk was removed from the train, and eventually forwarded to Whitby by a subsequent train, and a charge of 3*s*. 1*d*. demanded for its conveyance. Plaintiff refused to pay; a detention to the trunk of nearly three months was the consequence; hence the present action.

Baron Martin observed, there was no evidence of any contract obligating the plaintiff to pay carriage of the trunk; and he was of opinion that by 17 & 18 Vic., cap. 211, sec. 39, the Company were bound to carry luggage of all passengers on their line without extra charge. Verdict for plaintiff.

NON-LIABILITY OF RAILWAY COMPANIES FOR LOSS OF OR DAMAGE TO LUGGAGE.

By a notification placarded at stations, or appearing on the ticket which is delivered to passengers by certain Railway Companies in acknowledgement of amount paid for excess of the prescribed weight, the public are advised of such conditions as the following.

"The ——— Railway Company will not hold themselves liable for the loss of, or injury to, luggage while in the personal charge of passengers, nor for any matters or things which are not strictly passengers' ordinary luggage, unless the same have been specially and separately paid for as parcels, nor for any *bonâ fide* personal luggage of a value exceeding ten pounds, unless the same be declared as such and

insured according to its value and paid for at the time of delivery to this Company."

The decision in the action Mytton *v.* Midland Railway Company is construative of the validity of these conditions; but in that of Townsend *v.* the same Company the judge refused to recognise them.

Mytton *v.* Midland Railway Company.

Before Chief Baron Pollock and a special jury.

Plaintiff procured a ticket at Newport for Birmingham. In changing, consequent on the break of gauge at Gloucester, he carried his portmanteau to the Midland platform, and delivered it into the care of the guard of the train by which he completed his journey; but a search for it on arrival at Birmingham proved fruitless. Ultimately it was discovered in the possession of the Birmingham police, who had found it minus its contents, which had evidently been abstracted. Plaintiff claimed for their value as per following list:—

Sketches, £30; Travelling expenses, £16; Value of remainder of season lost, £25; Various small articles, £26. 16*s.* 6*d.* Defendants offered £10 (which was refused) in discharge of claim. Verdict for defendants, the judge being of opinion that the sketches were packages within the meaning of the Carriers' Act; and being of a value exceeding £10, and not ordinary luggage, the Company were not liable. Besides, the contract was made with the South Wales Company, one sum paid, and one ticket given: although they booked passengers at Newport for Birmingham, there was no contract with the Midland Company.

County Court, Bradford—Townsend *v.* Midland Railway Company.

The items constituting this claim were a shawl, man-

tle, and handkerchief, the material of which each was composed being silk, value £12, and sundries £6, alleged as the contents of a box and carpet-bag which had been lost in transit; and 39*s.* expenses, &c. consequent thereon. Plaintiff deposed to delivering them to the Company's porter at Lancaster, and to their non-arrival at Bradford, to which place he had travelled from the former station. The Company, relying upon the provisions in the Carriers' Act, repudiated liability with regard to the silk articles, and paid £6. 5*s.* 0*d.* into court. The judge decreed for the full amount of claim, with costs of attorney, he being of opinion that silks made up in dresses were not such silks as were contemplated in the Act.

PERAMBULATORS.

That terror to rickety old gentlemen, and annoyance to pedestrians generally, the perambulator, being so closely associated with sea-side excursions, &c., in which the little olive-branches take part, fond parents deem it a personal convenience; and as they have somewhere read that the term "passengers' luggage" may be defined as articles of personal convenience, no stretch of conscience is needed in construing favorably to the will, and, as a consequence, the perambulator becomes an almost indispensable accompaniment to infantile travellers. On reaching the departure station, the small occupants are transferred to the train, and the tiny carriage mingles with other personal conveniences; but ere its removal from the platform the worthy parent learns, with astonishment, that he had over-estimated the liberality of Railway Companies. He strongly

deprecates the want of paternal feeling evinced by Railway authorities; pays the demand with the bad grace of an irate man; or, in the exuberance of his wrath, declares he will not submit to extortion, leaves the vehicle behind, and deprives the little innocent of the luxury of a ride in the distant part, and mamma of an opportunity of manifesting her appreciation of the popular movement for making patent to the world a mother's tender care of, and solicitude for, her offspring, and her want of confidence in nurse-girls; to wit, her unaided propulsion of the perambulator freighted with her precious treasure.

The legality of the small charge of 2*s.* 6*d.* raised the question in the Keighley County Court.

Are perambulators passengers' luggage?

Busfield *v.* Midland Railway Company.

An amount of 2*s.* 6*d.* had been levied on plaintiff for the carriage of a perambulator from Bingley to Leeds. Claimant sued for its recovery, but without success; the adverse decision being based on the following reasons:—

Each passenger may be accompanied, free of charge, with his ordinary luggage; provided the cubical contents do not exceed four feet, and of a specified weight. This mode of measurement denotes, as the objects implied, boxes, portmanteaus, and such other articles used for a similar purpose, viz. to contain wearing apparel and other personal requisites, rather than perambulators, which occupy an undue proportion of space; they being liable to injury by having any description of luggage deposited on or in proximity to them.

CHARGE FOR PERAMBULATORS BY PASSENGER TRAIN.

A uniform rate is not recognised by the several Railway Companies for the conveyance of perambulators by passenger train; for instance, the Great Western Company charge 50 per cent. in addition to the usual parcels rate. The London Brighton and South Coast Company charge the same rate as for dogs; and the Scottish Central charge 6*d.* each for the first fifteen miles, and an additional 2*d.* for every six miles in excess of that distance, if accompanied by the owner; but if booked as a parcel, 100 per cent. is added to such charges.

CHARGE FOR PERAMBULATORS BY GOODS TRAIN.

The undermentioned rates apply to all Railway Companies associated with the Clearing House :—

					s.	d.	
Any distance not exceeding			25	miles	2	6	each.
26 miles	and	,,	50	,,	3	6	,,
51	,,	,,	75	,,	4	6	,,
76	,,	,,	100	,,	5	6	,,
101	,,	,.	150	,,	6	6	,,

Above 150 miles, ½*d.* per mile.

A reduction of 25 per cent. is made when two or more are forwarded to the same consignee.

If packed, they are charged according to weight, at the fifth-class rate.

MERCHANDISE NOT PASSENGERS' LUGGAGE.

In the Railway Companies' regulations, it is expressly laid down that merchandise is not admissible as passenger's luggage; but, notwithstanding which, a vast quantity of the contents of many of the packages which are delivered at stations as coming under the denomination of the latter, may be comprehended in the former term. However, in such cases the carriers are relieved of all liability in respect to loss, damage, or detention to it. A County Court Judge recently, in delivering judgment in a suit bearing upon the subject, expressed himself to the effect that in instances of that nature it is the duty of the owners to make known to the Railway authorities the nature of this or that package if comprising articles which they are not entitled to take with them as personal luggage; and that the omission to do so might be construed as a fraud upon the Company carrying them.

The application of the foregoing rule has occasionally been had recourse to as a weapon of defence in combating with claims derivative from alleged irregularities connected with luggage of disputed classification.

Sheriff's Court, Glasgow.

Lemon, Hart, & Co. *v.* Edinburgh and Glasgow Railway Company.

This claim, amounting to £8. 10*s.* 6*d.*, arose through damage to a sample case, and the consequent breakage of several bottles by the Company's servants, whereby plaintiff's traveller was temporarily prevented prosecuting his duties. The hotel charges, whilst waiting for a fresh supply of samples, constituted the demand.

The sheriff considered, that as the articles were merchandise, plaintiff had no grounds of claim, and therefore decreed in favour of the defendants.

Shand *v.* Peebles Railway Company.

In this case a claim of £15. 8*s.* was made for samples of cravats which had been delivered to the Railway Company as passenger's luggage and were lost *in transitu.* It was held that the goods could not by any fair or equitable construction be termed ordinary personal luggage, and a verdict was returned in accordance with such opinion.

An action, Leafman *v.* Edinburgh, Perth, and Dundee Railway Company, tried in the Small Debts Court, Edinburgh, for detention to a parcel containing wearing apparel and merchandise, was similarly disposed of. The package, which was not addressed, was delivered to the Railway Company as passenger's luggage at Edinburgh, and was carried to Dundee instead of to Dunfermline; but the error was rectified, and the pursuer possessed of his property on the following day. The sheriff expressed himself to the effect that the claimant was not justified in mixing up his personal requirements with merchandise, with the object of carrying the whole under the guise of passenger's luggage.

EXCESS LUGGAGE.

There is, perhaps, more wrangling and attempts at petty frauds incidental to excess luggage charges than characterize any other matter with which the Railway officer has to deal. We will not express an opinion

as to whether this is owing to the supineness of a small body of the Company's servants—to the agency of a small douceur to a few of the unprincipled—or to extended liberality on the part of certain Railway Companies; but apparently those circumstances, either individually or collectively, militate against the popularity of the disciplinarian, on whom is generally enjoined the exaction of the full pound of flesh. At times his case presents a similitude to that of Ishmael. The hand of every one (limiting the signification, of course, to those on whom he makes the demand) is against him, and his hand (so think they) against them. Long odds this, certainly; but luckily the tongue is the chief weapon. Still it strikes deep, and inflicts much pain. The credit of possessing a desire to increase the revenue of his employer would savour too much of irony—if rendered by such subscribers—and he may think himself fortunate if he escape the taunt of "pandering to his own interests," "as enriching himself by such nefarious charges," "of serving a personal motive," and like choice quotations, hackneyed indeed, but none the less poignant. The infuriate commercial is profuse in threats and fiery invective, as his luggage is being piled on the weighing machine, and the sum chargeable therefrom involuntarily transferred to the liveried representative of railway authority; nor are many of

"Those lights of the world and stars of human race"

in the van of malcontents that vituperate against the poor porter, whom they sometimes almost goad to desperation. How glibly some will vent their wrath, giving themselves unlimited latitude to rail! What freedom of speech they will arrogate to themselves when con-

scious of a gag preventing retort; and the captious traveller is alive to the fact (and is contemptible enough to take advantage of his position) that silence can, except in rare cases, be enjoined by simply reminding the railway servants of the existence of such a notice as

"INCIVILITY.

"The Directors request that any instance of incivility or misconduct on the part of the persons employed at the stations may be directly reported to the superintendent."

We know, that when a quarrel is premeditated, a mere shadow is caught at as a pretext, and in like manner equally slender materials are made the basis of a report against a railway official; hence the simple reply, "Your luggage cannot be passed free of charge" is interpreted as insolence. We remember a gentleman once preferring a charge of incivility against one of our staff. Now, superintendents must be explicit in their reports, and are therefore necessitated to obtain and furnish full particulars. The complainant was therefore asked sundry questions, but he evinced a repugnance to be interrogated; nothing could be elicited from him by any of the inquiries, save that "His conduct has been gross. He has been most uncivil, and I demand that you will receive such report against him." It was obvious that but little could be gained by catechizing the gentleman; the "delinquent porter" was therefore made to confront him, and after being told that the gentleman had complained of his not comporting himself as he should have done, he was asked if he had anything to advance in repudiation of the charge, or otherwise. "I," replied he, "informed him that his luggage exceeded the quantity which he was entitled to carry by 3 cwt., and that 3*s.* 6*d.*

Children under 12 years of age are allowed but half of the above weights.

Passengers, irrespective of class, from London to Paris or Dieppe, are allowed 66lbs. each.

PERSONAL LUGGAGE BY EXCURSION TRAINS.

The weight of luggage allowed to passengers by excursion trains is, as a general rule, restricted to one article for each individual; such article, however, must not exceed the weight allowed free of charge to passengers holding a similar class of ticket for ordinary trains.

LUGGAGE OF NO DESCRIPTION BY CERTAIN TRAINS.

There are Railway Companies who decline to carry even personal luggage by certain trains, various reasons being adduced as necessitating their doing so, the primary one being the reduction to so low a scale of charge as to render necessary the appropriation of every available space in the train to passengers. Another motive is to obviate the detention to which trains are ordinarily subjected by the loading and unloading of luggage. Baron Martin, however, decided in the suit of Rumsey *v.* North Eastern Railway Company, tried at the York Assizes that this regulation was untenable. That Company was, it appears, issuing at Scarborough, for Whitby, day-tickets of two kinds and at two prices, viz. 9*s.* and 5*s.*; the former entitling the passenger to the usual weight of luggage, but it was publicly notified

at the station that no luggage whatever would be allowed to the holders of the latter. The plaintiff admitted having read such notice; but, notwithstanding, he took with him, as far as Ruimington, a trunk weighing 105 lbs., and requested the guard to send it thence to York. The guard would not comply; but the trunk was removed from the train, and eventually forwarded to Whitby by a subsequent train, and a charge of 3*s*. 1*d*. demanded for its conveyance. Plaintiff refused to pay; a detention to the trunk of nearly three months was the consequence; hence the present action.

Baron Martin observed, there was no evidence of any contract obligating the plaintiff to pay carriage of the trunk; and he was of opinion that by 17 & 18 Vic., cap. 211, sec. 39, the Company were bound to carry luggage of all passengers on their line without extra charge. Verdict for plaintiff.

NON-LIABILITY OF RAILWAY COMPANIES FOR LOSS OF OR DAMAGE TO LUGGAGE.

By a notification placarded at stations, or appearing on the ticket which is delivered to passengers by certain Railway Companies in acknowledgement of amount paid for excess of the prescribed weight, the public are advised of such conditions as the following.

"The ——— Railway Company will not hold themselves liable for the loss of, or injury to, luggage while in the personal charge of passengers, nor for any matters or things which are not strictly passengers' ordinary luggage, unless the same have been specially and separately paid for as parcels, nor for any *bonâ fide* personal luggage of a value exceeding ten pounds, unless the same be declared as such and

insured according to its value and paid for at the time of delivery to this Company."

The decision in the action Mytton *v.* Midland Railway Company is construative of the validity of these conditions; but in that of Townsend *v.* the same Company the judge refused to recognise them.

Mytton *v.* Midland Railway Company.

Before Chief Baron Pollock and a special jury.

Plaintiff procured a ticket at Newport for Birmingham. In changing, consequent on the break of gauge at Gloucester, he carried his portmanteau to the Midland platform, and delivered it into the care of the guard of the train by which he completed his journey; but a search for it on arrival at Birmingham proved fruitless. Ultimately it was discovered in the possession of the Birmingham police, who had found it minus its contents, which had evidently been abstracted. Plaintiff claimed for their value as per following list:—

Sketches, £30; Travelling expenses, £16; Value of remainder of season lost, £25; Various small articles, £26. 16*s.* 6*d.* Defendants offered £10 (which was refused) in discharge of claim. Verdict for defendants, the judge being of opinion that the sketches were packages within the meaning of the Carriers' Act; and being of a value exceeding £10, and not ordinary luggage, the Company were not liable. Besides, the contract was made with the South Wales Company, one sum paid, and one ticket given: although they booked passengers at Newport for Birmingham, there was no contract with the Midland Company.

County Court, Bradford—Townsend *v.* Midland Railway Company.

The items constituting this claim were a shawl, man-

tle, and handkerchief, the material of which each was composed being silk, value £12, and sundries £6, alleged as the contents of a box and carpet-bag which had been lost in transit; and 39*s.* expenses, &c. consequent thereon. Plaintiff deposed to delivering them to the Company's porter at Lancaster, and to their non-arrival at Bradford, to which place he had travelled from the former station. The Company, relying upon the provisions in the Carriers' Act, repudiated liability with regard to the silk articles, and paid £6. 5*s.* 0*d.* into court. The judge decreed for the full amount of claim, with costs of attorney, he being of opinion that silks made up in dresses were not such silks as were contemplated in the Act.

PERAMBULATORS.

That terror to rickety old gentlemen, and annoyance to pedestrians generally, the perambulator, being so closely associated with sea-side excursions, &c., in which the little olive-branches take part, fond parents deem it a personal convenience; and as they have somewhere read that the term "passengers' luggage" may be defined as articles of personal convenience, no stretch of conscience is needed in construing favorably to the will, and, as a consequence, the perambulator becomes an almost indispensable accompaniment to infantile travellers. On reaching the departure station, the small occupants are transferred to the train, and the tiny carriage mingles with other personal conveniences; but ere its removal from the platform the worthy parent learns, with astonishment, that he had over-estimated the liberality of Railway Companies. He strongly

is a critical one—the least slip, and he topples headlong from it. "Give me my shilling," exclaimed a commercial traveller to a porter, "give it me, sir! I have paid ample for my luggage." The irate commercial was accompanied by several bulky packages, which were of proportions too gigantic to escape the keen eye of the superintendent. They had been weighed and ten shillings demanded and paid before space was assigned to them in the luggage compartment. The owner did not expect this; he felt he had been outwitted, and in venting his indignation selected, as is usual, the the weakest vessel on whom to wreak his vengeance; hence the choleric request. An explanation was demanded, and the fact elicited that the porter had passed the luggage in consideration of the payment of a shilling, and as a punishment for his venality forfeited his situation.

There are some people who, when they think they have accomplished the feat of defrauding a Railway Company, are so tickled with the idea of their ingenuity, and become so indiscreet, as to betray themselves by boasting of their dexterity. "I," remarked a self-opiniated commercial traveller, addressing a Railway officer, with whom he was riding, "have managed to do them nicely at the ——— station. Capital dodge! I'll give you a wrinkle. Make your arrangements for your luggage to reach the station just as the train is due. No time then for the porter to look after the excess. You create a little chaos; all is hurry scurry. 'Where for?' demands the porter, who manifests great anxiety to prevent delay to the train. '———' says I. The brush is applied, the label adheres; in goes the luggage, and off goes the train. A clear saving to me of six shillings in this instance;" and the clever one

rubbed his hands, and chuckled right gleefully. The official, who was of course unknown to him, affected to participate in his mirth; out came the snuff-box, and the two engaged in conversation. At length the train arrived at the terminus; our commercial friend alighted, gave instructions to the "Boots" for the removal of his luggage, and wended his way to the hotel. "Where is the excess ticket?" inquired the ticket collector of the Boots, who was obeying orders. The absence of that document operated to the detention of the luggage. Down came the traveller, blustering and threatening. "Can't help it," replied the man in authority: "if you have no ticket for it, you must pay." "Insolent!" stormed the traveller. "I'll report you for incivility. Where's your superintendent?" "In there," coolly replied the porter, as he pointed to the door on which the intimation "Superintendent's Office" appeared. With all the effrontery possible, the door was opened; the traveller walked in, and greatly to his amazement he observed his quondam companion seated at the desk. As his eyes met his, he lost all the arrogance and bombast, "Beg your pardon," said he, and instantly withdrew, closing the door. The charge was paid without more ado, and he left the station, doubtless in the full conviction that he had been "too clever by half."

EXCESS LUGGAGE RATES.

The through rates chargeable for excess luggage between Railways associated in the Clearing House, the Vale of Clwyd excepted, are—

				d.	
For any distance not exceeding	30	miles,		½	per lb.
31 and " "	50	"		¼	" "

EXCESS LUGGAGE RATES—*continued.*

						d.		
51	and not exceeding			100	miles	¾	per lb.	
101	"	"	"	150	"	1	"	"
151	"	"	"	200	"	1¼	"	"
201	"	"	"	250	"	1½	"	"
251	"	"	"	300	"	1¾	"	"
		Exceeding		300	"	2	"	"

Commercial traveller's luggage is charged half of those rates.

The above scale is also applied locally on the Great Western, London and North Western, and Caledonian Railways.

The charges to local stations on certain lines are—

On the Great Eastern, ¾*d.* per cwt. per mile; the minimum charge being as for 12 miles.

On the Midland—

					d.		
Not exceeding		45	miles		¼	per lb.	
45	and "	60	"		½	"	
60	" "	80	"		¾	"	
80	" "	100	"		1	"	
100	" "	125	"		1¼	"	
125	" "	175	"		1½	"	
175	" "	225	"		1¾	"	
225	" "	250	"		2	"	

On the London, Brighton, and South Coast—

Distance not exceeding	40	miles	¼ per lb.
" beyond	40	miles	½ "

On the Waterford and Limerick—

							1st 28lbs.			every additional ¼ cwt. or fraction of ¼ cwt.
							d.			d.
For distances	under	5	miles				6	...	...	2
5	and under	31	"				6	...	...	3
31	and "	51	"				9	...	...	4
51	to "	77	"				1*s.*	...	...	6

On the Limerick and Foynes—

		d.			d.
Not exceeding	12 miles	6	...	...	2
Exceeding	12 „	6	...	...	3

On the Limerick and Ennis—

Not exceeding	15 „	6	...	...	2
Exceeding	15 „	6	...	...	3

Commercial travellers, merchant seamen, shipwrecked mariners, and Government emigrants are on many of the railways charged half the ordinary rates. Passengers who are possessed of excess luggage are informed that the Company's charges should be pre-paid; but in the event of that rule not being complied with, they will be recoverable upon the accomplishment of the journey; and those coming under the above category, to whom the privilege of reduced rates is extended, are warned that in the event of their not satisfying the Company's demand in respect to the luggage before starting, the full charge will be enforced.

When luggage exceeds the prescribed weight, passengers do not always exhibit a disposition to make the circumstance known to the railway authorities; indeed, honest as they may be in their transactions with other people, Railway Companies seem beyond the pale of their consideration in that respect. Perhaps they think—perhaps the matter has never formed the basis of a thought with them—that greater liberality should have pervaded the regulations. But, be that as it may, there are undoubtedly a variety of artifices called into existence for the purpose of evading payment of legitimate charges, but more especially as regards excess luggage. We could smile at some of them, but that they enkindle a glow of shame and indignation that persons of good reputation, and often affluent position, should stoop to

the attempt of cajoling, intimidating, or corrupting the railway servants, to connive at and assist in an offence which, in a case to a like degree prejudicial to their interests, would doubtless be made to crush for ever the prospects of the delinquent. "Here," says one, "is a shilling: don't weigh mine." "Why," cries a second, "why do you weigh mine?—it is not more than I am allowed to carry." "Ah, I guess why it is—I don't bribe you," remarks another. "You are overcharging," exclaims a fourth; "I won't pay—I won't." "An exuberance of zeal," chimes in the next. "This is sharp practice," says a commercial; "it will be the means of diverting tons from your line." "What!" (catching eagerly at a rejoinder), "what do you say?—Must do your duty. Your insolence! Where's the superintendent? I'll report you—I will. I never did pay, and never will. Keep back my luggage at your peril!" Such are a few of the disagreeable remarks which the poor official has to listen to. Whenever, we may ask, when will such persons as those to whom we have adverted, learn and act as though they considered that it is equally incumbent upon the Railway official to serve his employers with that probity which private firms would have a right to expect from members of their staff. A great deal of bluster, lots of clamour, and a vast amount of libellous abuse, but ineffectual, and then, much to the relief of him on whom it has been lavished, the superintendent is appealed to—a circuitous route, certainly, to the proper channel for the correction of irregularities and the clearance of difficulties; but its parallel is exemplified in many other concerns in life, the longest approach having conceded to it the preference.

HEAVY LUGGAGE.

In the event of very large quantities of luggage accompanying passengers, it may sometimes be advantageous to engage a carriage truck for its conveyance, the charge for which is usually sixpence per mile if the weight does not exceed 30 cwt.; but when of a greater weight, 3*d.* per ton per mile; the minimum weight being one ton, and the minimum charge varying from 5*s.* 6*d.* to 7*s.* 6*d.*

COMMERCIAL TRAVELLERS' LUGGAGE.

Commercial travellers may, at the commencement of their journey, prepay the charges on their luggage throughout to the most distant station at which they intend alighting in the course of the same day.

COMMERCIAL TRAVELLERS' VANS.

The rates chargeable on these are—

When not exceeding 30 cwt. ... ... 6*d.* per mile.
If exceeding 30 cwt., and not more than 50 cwt. 9*d.* „

But when in excess of the latter weight, the regulations forbid their being forwarded by passenger trains. Minimum charge from 5*s.* to 7*s.* 6*d.*

PASSENGERS' LUGGAGE TO PARIS & DIEPPE.

To Dieppe ... ... ½d. per lb.
To Paris ... ... 1d. „ } from London.

A charge of one shilling is made for registration of

the whole of a passenger's luggage. The registration is effected in London, and the passenger has no trouble with his luggage when on the journey. He has simply to claim it on reaching his destination.

THE CLOAK-ROOM.

This is the designation of the depository which is attached to the principal stations of the respective Railways for the reception of luggage left for the convenience of passengers. In consigning luggage to the care of the official in charge of such department, the owner, or his representative, will have delivered to him a numbered ticket (the counterpart of which will remain in the "cloak-room book"), on which will be specified the number and description of the articles, and his own name; and a number corresponding with that of the ticket will be pasted on the packages to which it refers. The ticket will have to be produced and given back to the Company to retain, as their authority for returning the goods to their owner. In the event of the ticket being lost, satisfactory evidence must be adduced of the legality of an application for the luggage.

In most cases of this nature, it is the rule for the party by whom it was delivered to the Company to present himself to the cloak-room clerk for identification, and to acknowledge the re-delivery of the luggage to him, by subscribing his name to a remark to that effect on the counterpart of the ticket.

Previous to the establishment of cloak-rooms, the platforms and booking offices, which were of course accessible to all station visitors, were the only receptacles

for passengers' luggage; and, unless guarded, there was a prospect of those adepts at transfer and conversion, who look upon unprotected property with more than laudable solicitude, and proceed even beyond the limits of look and thought to a tangible gratification of the will. "What a sight of trouble that will save you!" was the unfeeling witticism of a countryman, as he beheld, with fiendish pleasure, the loss of a can of milk, occasioned by the fall of the woman who had been engaged in vending it; and the waggery of a thief implied a like notion, as he relieved an indolent passenger of the ownership of a portion of his travelling equipage.

FORM OF CLOAK-ROOM TICKET.

_____Railway.

_____Station.

No._____

Number.	Article.	Amount.		
	Basket.			
	Box.			
	Bundle.			
	Carpet-bag.			
	Chest.			
	Coat.			
	Case.			
	Parasol.			
	Parcel.			
	Rug.			
	Sailor's Bag.			
	Trunk.			
	Umbrella.			
	Additional charge for ——days at 1*d.* per article per diem.			
	Insurance on £_____			
	Total			

Left in name of_____, and subject to conditions on the other side.

CLOAK-ROOM CHARGES.

The cloak-room fee adopted as a first charge varies from 1*d.* to 3*d.* per article. A greater difference exists among the several Companies with regard to subsequent dues on them. We quote a few examples:—

CALEDONIAN RAILWAY.

Small parcels, and articles of clothing 1*d.* each.
Large parcels and packages ... 2*d.* „

If allowed to remain between 24 and 48 hours, double fees are charged; but after the expiration of 48 hours they are increased to 6*d.* per article.

GREAT EASTERN.

Parcels or packages under 28 lbs. 1*d.* each.
Weighing 28 and under 56 „ 2*d.* „
Above 56 lbs. ... ... 3*d.* „

This Company gives notice of non-liability in case of loss or damage to any parcel valued at more than £10.

GREAT NORTHERN.

Each article 2*d.*, and 1*d.* per article per day additional after 48 hours.

This Company also announce that they will not be responsible for articles of more than £10 in value unless insured.

LONDON, BRIGHTON AND SOUTH COAST.

Each article 2*d.* After the expiration of 24 hours, an additional charge of 1*d.* per diem.

The liability of this Company is not admitted if the value of the article exceeds £20, unless insured at the following rates in addition to the above charges:—

Between £20 and £100 6*d.* each.
„ £100 „ £200 1*s.* „

And so on in proportion. Articles deposited in the cloak room of this Company must be claimed within three months, or they will be disposed of.

LONDON AND NORTH WESTERN, AND MIDLAND.

Each article 2*d.*

LONDON AND SOUTH WESTERN.

Each article 2*d.* If remaining at the Waterloo or Vauxhall stations for more than three days, an extra charge of 6*d.* per article will be made.

GREAT WESTERN.

Each article 2*d.* At the expiration of three days, an additional charge of 1*d.* per article per diem.

If the value of an article exceeds £5, the nature of contents and value must be specified on delivery to the Company, and a charge after the rate of 1*d.* per pound sterling per diem must be paid for the time it is intended to remain in the cloak-room, in addition to the warehousing charges.

WATERFORD AND LIMERICK, LIMERICK AND FOYNES, AND LIMERICK AND ENNIS RAILWAYS.

Each article 1*d.* After the expiration of 7 days, an extra charge of 2*d.* on each package for every week or portion of a week.

There are persons who, at the hazard of a deprivation of their personal luggage, deposit it on the platform, in waiting-rooms, and other exposed parts of the Company's premises; the object being to save the cloak-room fee, thus affording an illustration of the penny-wise and pound-foolish principal. When luggage is irretrievably lost, or supposed to be so, it is inconceivable to any but the official himself, how much anxiety and trouble is thereby occasioned, to the superintendent more especially. Inquiries have to be despatched; personal investigation to be made; letters of threats and remonstrance, and not unfrequently litigation, have to be contended with even; notwithstanding that the different Companies declare, in one of their notices, that they

"Will not be accountable for luggage which may be left on their premises for the convenience of passengers, unless it be duly registered, and the usual fee chargeable thereon paid in advance.

After the departure of each train, it is customary for regularly-appointed servants of the Companies, to examine the various offices connected with the passenger department, in search of packages left unprotected, and to remove those he discovers to the cloak-room, where they remain impounded until applied for, and the cloak-room fee obtained. The question of payment under such circumstances is sometimes angrily discussed; in some cases the charges are relaxed, and in others they are rigidly enforced. It is evidently morally, but we cannot find that it has ever been tested whether legally, due; however, the Railway authorities assume, and with some show of reason, that the fact of its being left on their premises is sufficient to entitle them to claim an account of warehouse-rent for the space thus occupied.

INSURANCE.

"There," exclaimed a passenger, as he threw down an insurance ticket, after accomplishing the back journey by an excursion train, "another sixpence wasted!" A feeling is here exhibited similar to that pervading healthful members of benefit societies. "How many years," observes one and another, "have I paid into the funds of this society and never had any return, never had occasion to withdraw a fraction." And a good thing, too, that the occasion has been so long averted. We would say, be thankful for it; prepare in case misfortune may reach you. Time, the continuance of health, freedom from accident—all things, save death, are uncertain. There may not be a step between you and death, not a moment's interval between soundness and a casualty. As an incentive to

insure, it is related that one person in every two thousand is subject to a fatal accident (not, however, on railways), and that of 8,250 persons insured annually one in twelve is injured. We cannot vouch for the accuracy of these statistics. We simply give the statement as we find it.

But this much we all know, that accidents do occur, and that some prove fatal: hence the advantages of benefit and insurance societies recommend themselves to the consideration of all grades; but with regard to railway insurance especially, the premium is such as to be within the means of even the poorest traveller. For the information of the traveller, we quote the scale of rates, which are as follow:—

Class of Railway ticket, of which party insuring is the holder.	Amount insured in the event of death.	Premium chargeable.
	£	*d.*
1st.	1,000	3
2nd.	500	2
3rd.	200	1
	Excursion ticket holders' charge for forward and back journey.	
1st.	500	6
Covered carriages.	100	2

Periodical Insurance Tickets, the holders of which are not restricted to any particular class of carriage are issued at the following rates:—

Amount insured in case of death.	Period for which the insurance is effected.	Premium chargeable.
£		*s.*
1,000	1 month.	5
„	3 months.	10
„	6 „	16
„	12 „	20

If the accident does not prove fatal, a weekly allowance is made, or an arrangement may sometimes be effected for relieving the Company of further liability by the payment of an agreed sum.

Telegraph inspectors, cattle dealers, farmers, salesmen, having occasion to travel by cattle trains, may insure for £500 in case of death, by an annual payment of 20*s.*; but if the accident does not prove fatal, they are placed in receipt of a weekly allowance of £2 until they are able to resume their accustomed duties, provided the total amount thus paid to them does not exceed £100.

If the injured person is but partially disabled, a third or half of the usual allowance (according as agreed upon between him and the Company) is paid to him.

If two accidents should happen to an insurer within twelve months, and the second prove fatal, the amount paid on account of the first will be taken into consideration, so that the sum paid in the whole does not exceed that originally stipulated for. Hence, if a person insure for a thousand pounds, and sustains injuries in January for which he receives by weekly payments £100, and is killed in the ensuing June, £900 only would be payable to his executors.

The Insurance Company undertake to pay all claims within three months after death.

Immediately an accident occurs, notice thereof should be given to the secretary.

Those persons who travel but seldom should secure for themselves, at the time they take their Railway ticket, an insurance for the single or double journey. The frequent traveller would find it more advantageous to him to procure a periodical ticket.

To do this, he must apply at one of the Railway stations, or direct to the Insurance Company's offices, for a form of proposal, in which he will have to state his name, address, occupation, age, and if subject to fits. The premium must be prepaid, and the insurance dates from such period.

Although the compensation in non-fatal accidents is computed at a given sum per week, the payments may not be made weekly, but in the total, at the expiry of the term of illness.

If part of the journey is performed by other than Railway conveyances, as, for instance, stage coaches, or water, the insurance does not take effect between such intervening points; but immediately upon the resumption of Railway travelling it again becomes in operation.

INQUIRIES.

Persons in making inquiries for missing articles should be minute in their description, and render all the information concerning them of which they are possessed, without diverging from veracity. If they have any doubt, let them candidly state it, and carefully abstain from adducing hypotheses as facts.

If uncertainty exists and is expressed as to whether a missing article was labelled—whether it was taken to the station, left in the train, or omnibus, or not removed from the hotel, the superintendent can frame his course accordingly, and investigation be facilitated. This, however, is opposed to the rule most prevalent among passengers. With the view to conceal negligence chargeable to themselves, they often withhold facts the revelation of which might be conducive to a speedy recovery of the lost. Really by some persons as much artifice is practised to elude from the proper track as that for which the lapwing is proverbial in misleading the spoliator from its brood.

Instances occur daily, of passengers roundly asserting that not only had they seen their travelling kit labelled, but deposited in the train, and, further, had observed it transferred at a junction, when absolutely it had not been taken to the station. Why, it may be asked, why this departure from truth? Why equivocation or undue reservation? What can be gained thereby? Immeasurable advantage, thinks the cunning, clever one: when it can be made to appear that the Company are in fault, interest will be imported into the inquiry; greater efforts will be devoted to the recovery of the box, the bag, or what it may be. This notion indicates but an imperfect knowledge of the custom of Railway Companies and the disposition of their officers. Experience convinces us, that, considered generally, it is impossible to bestow more pains, or manifest more energy, than distinguishes the superintendent when appealed to to assist in the recovery of missing luggage. Like treatment is accorded to all cases, no matter under what circumstances the loss might have occurred.

A plan has recently, or rather within the last few years, been introduced by Railway Companies, of painting the number of the carriage and a distinctive letter on the outside of each of the doors of the respective carriages, and of likewise supplying a transcript of the same on a plate affixed to the inside of them, the letters on the several doors differing from each other. This serves the double purpose of indicating to a passenger the particular compartment which he may have temporarily vacated, and of enabling him to direct the official to confine his search to the division from which he may have failed to remove his coat, umbrella, or so forth.

Annoyance to the passengers travelling in other compartments, and unnecessary trouble to the guard or porter, is thus obviated.

It has happened that a plurality of articles of a like description, as for example two or more coats, or two or more umbrellas, have been left by different passengers in the same train. Perhaps inquiries are issued from two or more stations, the destination of the respective owners not being the same. The wrong assignment of the things, therefore, would not be in the least surprising without the distinctive mark; but with it the probability of error, if not impossible, is certainly remote.

COMMUNICATION BETWEEN PASSENGER AND DRIVER.

A large amount of time and paper has been devoted to the advocacy of a means of communication between passengers and drivers; but the impression in the

official mind is, that the experiments would be conducive to a speedy abandonment of the idea. Stoppages of trains by nervous individuals would be frequent, and accidents therefrom in many instances inevitable. The least jerk, the slightest oscillation, is an occasion of alarm to some travellers; and if the means of bringing the train to a stand, with the view to ascertaining the cause be within reach, it would doubtless be had recourse to, and probably at a time when the act would prove most disastrous. In the last carriage of a short train driven at express speed the vibration is frequently acutely felt, and the unpleasant motion is creative of much disquietude. In one instance more particularly, it was a source of great alarm. The affrighted passengers included one, who, more rash than the rest, pressed forward to a surplus break, which happened to be in the same carriage as himself, and screwed it down hastily, his object being to stop the train. The result, however, of the application of it, caused the couplings to break, the carriage became disengaged from the others; and the terrified inmates, as they discovered the engine to be speeding forward without them, seemed to realize to themselves the perilousness of their position. An approaching train was heard. "A collision!" shouted one and another; and a movement was made by all of them for the doors, through which to escape; when the advancing train, which was on the parallel line, dashed past. Had it been but a minute or so later, the occupants of the detached carriage would, doubtless, have alighted on to the same road, and not a solitary one of them have been left to have told the sad tale. We mention this circumstance as an illustration of the danger likely to result from confiding to passengers the power of stopping a train. It may here be observed,

that on some lines the means adopted by guards to arrest the attention of drivers is to apply the break sharply two or three times successively. Experience assures us that the best safeguard against outrage, &c., is the general adoption of "saloons," or open carriages (*i.e.* carriages without inside partitions) for all classes of passengers. The presence of a large number of persons, if not in all cases exactly a preservative of order, would at all events operate as a deterrent to the commission of crime and the gross annoyances which the newspapers have had so frequently to record. A cord or wire passing through a tube over the roofs of the carriages, and communicating with a bell or signal in the guard's box, might be acted upon by a similar contrivance to a bell-pull affixed to the inside of each of the carriages and accessible to the reach of the passengers, as a means of communication between the passengers and guard; and with the object of enabling the latter to proceed from one vehicle to another a passage might be made through the centre of each carriage; or he might pass along the platform (or plank) steps outside the respective carriages, a hand-rail being affixed to the sides of each of the carriages for the guard to lay hold of. After ascertaining that a necessity exists for stopping the train, similar means to the rope and gong now in use on some of the railways for communicating with the driver might be had recourse to by him; or he might reach the engine through the centre passage, or by the aid of the steps and hand-rails.

THE NON-INTERFERENCE OF PASSENGERS WITH DUTIES OF RAILWAY OFFICERS RECOMMENDED.

Unsolicited advice tendered by passengers in such contingences as "break-downs" to engines or trains, or casualties pertaining to the line, had, as a general rule, better be withheld, as, however well meant, the opinion of theorists is not held of much worth by the practical railway man, and therefore, unlike donations to charitable objects, is not very thankfully received; and it is not to be wondered at, with the preposterous notions emanating from some officious passengers, notions which they pertinaciously ding into the ears, thereby occasioning perplexity, and retarding repairs and the clearance of impediments. One recommends this, a second that, and another a course opposed to both, and neither deserving of consideration; hence confusing, hence tending to disturb the temper, and to conjure up a hastily-expressed wish that such busy-bodies would remain passive spectators of operations, instead of volunteering suggestions.

It must, upon the least reflection, appear evident that men who possess so much experience as members connected with the Railway staff in such matters, and who are so fully conversant with the modes peculiar to them, require no amateur supervision; and it is equally palpable, that if allowed to uninterruptedly pursue their labours in the execution of their plans, the attainment of the object will be more speedy than if their attention is divided, their thoughts abstracted by the impracticable, totally useless, and therefore annoying propositions of bystanders. Nearly every train contains in its admixture of dispositions many of the class included in the above remarks, as well as many who can

on such trying occasions render themselves even more obnoxious by scurrility and menaces. On the occasion of an accident to a mineral train which obstructed and seriously damaged the line on which it was journeying, the usual precautions of sending back a man with signals had been observed; "detonators" were at the prescribed points affixed by him to the rails, and they exploded with great noise, as the engine of a passenger train, which was steering swiftly towards the place of accident, passed over them; a warning which enabled the driver to pull up his train within a few yards of the obstruction, and a collision was thus avoided. As chance would have it, one of the Company's district superintendents was in the latter, and he, with much coolness and presence of mind, commenced his part in the proceedings by despatching messengers with written instructions to prevent the departure of trains from the stations nearest him in each direction; and whilst awaiting their return with the respective superintendents' acknowledgment of receipt of the orders, the surmounting the difficulties connected with the disabled train obtained his attention; but during the period of operations numerous questions were propounded, and uncalled-for threats and invective were unsparingly showered at him, by those who had collected around him, and by others whose heads peered through the doors of the carriages. High and low, young and old, seemed to have conspired to reproach and punish him for that over which he had no control—to wit, the delay to the prosecution of their journey. "I say, Mr. Superintendent," observed a lawyer, "how much longer are you going to keep us here? Remember an action for detention will lie." "Why," inquired a third, "why doesn't he put his shoulder to the wheel instead of looking on?" "A pretty

fine fellow for a superintendent!" cried another. "I shall lose the market, and I'll make them pay for it," was the consolatory remark of a drover. "I wish I was his master!" shouted a stentorian voice. "For what is he keeping us?" demanded a female. "Why," replied a travelling friend, "for another train to run into us." "Oh, the wicked man!" was the rejoinder. "Here, guard, guard! let me out! I'll give the masse-cree-in wretch the full length of my tongue." "Now, Mr. Station Master," exclaims one of the healing art, as he gently taps him on the shoulder, "I have heard the clamour that has been raised against you: pardon me in saying I consider it was not altogether undeserved. You seem heedless of remonstrance, perfectly indifferent to our convenience. My case is urgent; in fact, my errand is one of life and death. If you do not send me forward at once, my patient's death may be the consequence. What do you say? If you comply with my wish, hundreds of lives might be jeopardized. Your impudence, sir! You are but a servant, and presume to speak to me in that style. I'll post, and the Company shall pay for it." "Well done, doctor!" shouted half a dozen voices. "A capital thought!" added one; "I was just going to order supper and a bed." Such were the attempts at wit, such the threats, such the unseemly demeanour encountered from the passengers in one train, notwithstanding the solicitude and efforts of the superintendent which were patent to them; and it was soon clear to the more discerning of them, the measures he had adopted combined safety with despatch. The messengers returned; written orders were at once handed to the driver; the train was pushed back to the next crossing, shunted from that (the down) to the up line, and ere long was winging its onward flight. With a person

new to office, or possessed of less determination and presence of mind, such uncharitable censure, threats, and interference might have influenced a different course of procedure—such as the omission of the precaution preceding the backing of the train and despatching it on the wrong line, &c.; and the result might have been serious, as would be expected from a fearful collision. Non-intervention on such occasions cannot, therefore, be too urgently impressed upon the railway traveller.

If a horse falls into a pit, the last thing is to inquire into the cause; the first, to extricate him from the dilemma; and a similar system is applicable to Railway accidents and obstructions. If Railway accidents appear to be chargeable to an official, they can scarcely ever be traced to wilfulness; but whether they are the consequence of neglect or otherwise, investigation is certain; and the company affected, for the sake of its reputation and property, as well as for the interests of the public, will not be slow to mete out to the offender, when there is one, that punishment which the case demands. Impulsive and fallible, the affrighted, indignant passenger often fixes the blame upon some one who ill deserves it. Instead, however, of pronouncing an opinion, he should leave the unpleasant task of censor or judge to those to whom the duty legitimately belongs, and who, being less susceptible to arrive at hasty conclusions, because undertaking the examination in more sober moments, are better calculated to render to each his due, whether of praise or censure. In every-day life we are too apt to pronounce a decision, which a legally-constituted jury who are in possession of the full particulars of the case would repudiate.

ENDANGERING THE SAFETY OF THE LINE.

14 and 15 Vic., cap. 19, sec. 6.—"If any person shall wilfully and maliciously put, place, or throw upon or across the line, any wood, stone, matter, or thing; or shall maliciously remove or displace any rail, sleeper, or other matter or thing belonging to any Railway; or shall maliciously turn, move, or divert any points or other machinery belonging to any Railway; or shall maliciously make or show, hide or remove, any signal or light upon the Railway; or do any other matter or thing with intent to obstruct, upset, or otherwise injure or destroy any engine, tender, or trucks using such Railway, or to endanger the safety of any person travelling upon such Railway, he shall be transported for his natural life, or not less than for seven years, or be imprisoned for any term not exceeding three years."

The heinousness of either of these crimes, the anticipation of the magnitude of the injury likely to ensue, creates a shudder, whilst occasioning feelings of sorrow at the depravity of the human heart which should necessitate the rigorous enactment. A slight matter embitters the thoughts; revenge arrogates supremacy over the mind. Implacability incites to the diabolical act, the direful consequences of which the imagination can scarcely realize. Happy homes made desolate; wives deprived of husbands; husbands of wives; children of parents; parents of children; the sacrifice of limbs and health; the destruction of property and impeding of commerce,—such probabilities as these do not of course pervade the thoughts of the man intent on revenge. His calculations are limited to the desire to punish him or them who may be likely to sustain the least injury from his machinations. Luckily for him and them, the platelayers and others are frequently traversing the line, and the cowardly attempt is opportunely frustrated. In fact, the removing of rails is

almost impossible without detection. A rail, a piece of timber, or a large stone may be discovered in such positions as would be calculated to "throw" a train off the line; but, to the honour of Englishmen, it must be admitted that such display of vindictive, malicious notions is but of rare occurrence. Nearly all the cases of placing things on the line, which are brought under the cognizance of judicial authority, are against children of ages varying from 6 to 10 or 12 years; and it invariably transpires that the act is influenced by childish curiosity. The tampering with signals, which is, as may be inferred, prejudicial to the safe working of the line, has even less often to be complained of than the obstruction to which allusion has already been made. And a good thing too, for so apparently trifling a thing as the intonation of a whistle resembling that sounded by the guard for the starting of trains has caused much trouble and confusion, and even an accident, owing to its recognition by the driver, and the consequent departure of the train when passengers were in the act of stepping from the platform to the carriage. It has been remarked that Railways have had the good effect of causing the almost utter extinction of the highwaymen. But, on the Continent, the predatory excursions of those lawless ones have extended to the line itself. At a secluded spot on one of the Railways, a man was observed in the distance, standing between the rails, exhibiting the danger signal. The driver "pulled up," when instantly a large body of men emerged from their hiding-place. Almost as quick as thought the enginemen were pinioned, and the plundering of the passengers and train was then commenced, and soon completed. A bold act this, which fortunately has no parallel in this country.

for delivery. When parcels are delivered, a written acknowledgment of their receipt by such Company will be given to the sender, if required, no matter whether the carriage be prepaid or otherwise.

ROUTE.

If persons are desirous of receiving or sending parcels by a particular route, specific instructions should be included in the direction; thus—per Great Northern, per Midland, per London and North Western, per Great Western Railways, &c. If such orders are not complied with, the payment of the carriage is considered to be optional with the consignee.

Carriers, and agents of other Railways than those to whom senders accord a preference, frequently get possession of parcels, and the route is by them diverted; therefore, to insure the articles being forwarded through the proper channel, and if it be not convenient to deliver at the Company's chief office, it will be advisable for sender to learn where the branch offices nearest his locale are situated. A list of agencies can be obtained upon application, either by post or otherwise, at most of the stations on the line with which they are connected.

COLLECTION AND DELIVERY.

In the Railway charge on parcels, provision is made for the service of collection and delivery within a prescribed radius, the extent of which may be ascertained at the respective parcels offices. The area circumscribed

usually embraces the whole town. In small places, where a delivery agent is not employed, the parcels have to remain at the receiving station until applied for by consignees.

LABELS.

All parcels conveyed by passenger trains have labels affixed to the wrapper or back of direction, which are explanatory of the amounts chargeable on them; but in cases of prepayment of the carriage the word "paid" is written or printed on them. A note at the foot of the labels intimates that "no person is authorised to receive more than is stated on it;" but instances have been disclosed of the amount borne by the label being erroneous. A parcels-deliverer, who had amassed a goodly collection of used labels which he had, as opportunity offered, removed from parcels passing through his hands, extensively practised the substitution of labels describing a greater amount for the lesser. A label expressive of 2*s.* to pay was transferred from the parcel to which it had been affixed to his repository, and its place supplied by one for 3*s.*, and the 2*s.* label was, in its turn, made to supersede a 1*s.* one. Through this ingenious artifice, no irregularity was surmised; all appeared in due order, and business-like; detection seemed to him impossible, until on an "unlucky day" some two or three complaints were made of overcharge; inquiries were then elicited, and facts were revealed. In order to guard against being thus imposed upon, consignees should made it a point of never paying an amount on a parcel before examining the delivery book, on which

their signature is required, and comparing the amount inserted therein with that appearing on the label. If the amounts in either have the least indication of having been tampered with, or if they have any misgiving as regards the probity of the deliverer, immediate inquiries as to the correct charge should be made of the station superintendent.

PREPAYMENT OF CARRIAGE.

It is the prevalent conviction that the prepayment of the Company's charges is a guarantee of safe delivery. This impression is fallacious: it matters not whether parcels are prepaid or otherwise; the same regulation applies in both cases. When a parcel is handed over to to a Railway Company, it is entered in what is termed the "outwards parcels book," and from that book a literal copy of the entries is made on the "way bill" which accompanies the parcel; this is the invariable course, no matter under what circumstances carried. When senders prepay the carriage, it is advisable that they remark the words "carriage paid" on the wrapper or direction card; it being possible that in the hurry of business the clerk might insert the amount in the "to pay" instead of the "paid" column, and *vice versâ*, the two columns being in contiguity to each other. In such cases it is customary with Railway Companies to deliver "free," but with the proviso that if the sender has not actually paid for the carriage, the consignee will do so.

REFUSED PARCELS.

Parcels, if not containing perishables, are as a general rule returned to the sender, and the back as well as the forward carriage charged on them. Perishables are almost invariably sold by the officials at the receiving station.

VAN PARCELS.

These are conveyed by passenger train. The term van is derivable from their being conveyed or supposed to be conveyed in a van attached to one of the third-class trains. The charges vary from 25 to 50 per cent less than the ordinary parcels rates. The word "van" must be written on the parcel if required to be forwarded at the reduced rates; otherwise, notwithstanding their conveyance by "van" train, the ordinary rates will be demanded. A van train usually plies up and down most of the Railways once a day.

EXPRESS PARCELS.

Parcels despatched by express trains are generally charged at double the ordinary parcels rates.

PACKED PARCELS.

Packed parcels are those which enclose a plurality of articles addressed to two or more consignees. Parcels delivery Companies have recourse to this mode of trans-

mitting their clients' packages by railway. The charge for their conveyance is 50 per cent. in advance of that for ordinary parcels. This addition seems justified by the Railway Companies' Acts, which empowers them to charge any sum they may deem fit for parcels, the weights of which range between 56 and 500 lbs. Senders of packed parcels are enjoined to declare them as such at the time of delivery to the Railway Companies. When the Railway officers have reason to suspect that a package comes under that denomination, and is not so declared, they either open it to satisfy themselves on the point, or add the 50 per cent. without doing so.

HATS, BONNETS, FLOWERS,

AND OTHER LIGHT ARTICLES IN CRATES AND BANDBOXES.

These, consequent on the extra space occupied in proportion to their weight, are charged at the same rates as packed parcels.

FISH PARCELS.

These, if addressed to fish salesmen, are usually charged locally at van rates by all trains.

The through rates are remarkably low, in some instances they are scarcely a fourth of the ordinary charges.

NEWSPAPER PARCELS.

These are carried at very reduced rates, provided they bear the adhesive "newspaper stamps" of the Companies over whose lines they are conveyed. The

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stamps are purchasable at the principal audit offices of the respective Companies. An order for a supply of them should be sent through the Company's local agent. They have impressed upon them the name of the Railway Company, the words "pre-paid newspaper parcel," and the weight. Preparatory to despatching newspaper parcels, the stamps are defaced by the Company's clerk, to prevent their being used a second time.

STAMPED (PROVINCIAL) NEWSPAPER PARCELS RATES.

EXCLUSIVE OF COLLECTION AND DELIVERY.

If not exceeding 3 lbs.				...	...	each 3*d.*
Above 3 lbs. and not exceeding 6 lbs.					...	„ 4*d.*
„ 6	„	„	12		...	„ 6*d.*
„ 12	„	„	24		...	„ 8*d.*
„ 24	„	„	48		...	„ 1*s.*

Weights in excess of 48 lbs. are chargeable at the rate of ½*d* per lb. Fractions of a penny in the total charge to be computed as 1*d.*

The Companies undertake no liability in respect of parcels carried at the above rates.

Those newspaper parcels which have not the stamp affixed to them are conveyed by any train at half parcels rates, conditionally that both ends are open.

NEWSPAPER CONTRACTS.

Newspapers, it is said, lose much of their value and interest by late arrival; but late arrivals in these times are not what would have been so construed before the

age of railways. The postal communication was once deemed the most expeditious mode for the distribution of newspapers; but Railways afford even greater facilities. A daily paper which leaves London at 6·0 a.m., is wafted 200 miles, and in towns in which there are newspaper agencies is supplied at the published price or slightly in advance of it, by 1·0 p.m.; and it may be well to know that places where the convenience of a newspaper agency does not exist are considered by most of the Metropolitan Railway Companies, between whom and the publishers or others, arrangements can be made for the regular transmission of a daily paper at stated rates, varying, if conveyed locally from 10*s.* to 60*s.* per annum, according to distance, payable quarterly or yearly. If the contract be made for two or more papers, half the usual charge for a single copy is required for every one that is in excess of it.

The through charges for single newspapers carried over those Railways which are associated with the Clearing House are as follows:

For a period of	1 month,	2	6	}	irrespective of distance.
„ „	2 months,	4	0		
„ „	3 „	5	6		
„ „	6 „	10	6		
„ „	9 „	16	0		
„ „	12 „	21	0		

The form of agreement may be obtained on application to the traffic manager of either of the lines over which the paper has to pass.

London papers are also carried by weight at a weekly charge; the rates slightly differ, but the following list approximates with those which are most general:—

Distance.	If not exceeding 3 lbs.	4 lbs. and not exceeding 14 lbs.	15 lbs. and not exceeding 20 lbs.
Miles.	*s.* *d.*	*s.* *d.*	*s.* *d.*
Not exceeding 150	4 6	5 0	6 0
151 and „ 200	5 0	5 3	6 6
201 „ 250	6 6	6 6	8 0
251 „ 300	7 6	7 6	9 0

If the weight be more than 20 lbs., the excess is charged for at half the ordinary parcels rates.

SPECIAL DELIVERY.

There are stated periods for the delivery of parcels; but if it be required to be effected during the intervals, and the address be within the prescribed limits, a sum varying from 6*d.* upwards should be prepaid by sender, exclusively for such service. If the destination of the parcel is beyond the limits, the usual cab or posting fare is chargeable. In London cab fares are invariably charged in cases of special delivery.

PARCELS RATES.

The local parcels rates differ materially; the through rates as ordained by the Clearing House are—

Distance.	PARCELS, EACH					
	Not exceeding 1 lb.	Not exceeding 2 lbs.	Not exceeding 3 lbs.	Not exceeding 7 lbs.	Not exceeding 14 lbs.	Exceeding 14 lbs.
Miles.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*d.*
Not exceeding 30	6		6	6	6	*
31 & not exceeding 50		6	6	8	9	Per lb. ½
51 „ „ 100			8	10	1 0	„ ¾
101 „ „ 150		9	1 0	1 3	1 6	„ 1
151 „ „ 200	8		1 3	1 6	1 9	„ 1½
201 „ „ 250		1 0	1 6	1 9	2 0	„ 1¾
251 „ „ 300	9		1 6	1 9	2 3	1¾
301 „ „ 400			1 6	2 0	2 6	„ 2
401 „ „ 550	1 0	1 3	1 9	2 6	3 0	
Exceeding 551	1 0	1 3	1 9	2 6	3 0	„ 2¼

* 6*d.* also chargeable for 30 miles for weight not exceeding 24 lbs.; but above 24 lbs. ½*d.* per lb.

RETURNED EMPTY PACKAGES.

By certain Railways these are carried free when booked locally, whilst on some the same rates apply as to those which are booked through to other or, in Railway parlance, foreign lines, viz:—

	d.
Returned to 50 miles, per package	4
51 to 150 " "	6
151 to 250 " "	9
Exceeding 250 " "	1*s.*

These charges include for the service of collection and delivering.

The maximum weight of returned empty packages is restricted on some Railways to 56 lbs., and on others to 112 lbs.

BOOKING FEES.

On many Railways a booking fee of *2d.* per parcel is charged in addition to the ordinary rates for carriage. Usually the sender prepays the booking fee, but this is generally optional with him. If he declines doing so, the consignee is debited with it as a "paid on."

PARCELS FOR THE CONTINENT.

An examination of parcels for the Continent is made at the nearest Customs to the place of destination; the particulars, therefore, of the weight, contents, and their value, have to be declared and subscribed to by the sender.

FORM OF DECLARATION,

which can be obtained of the Railway Companies who book through to the Continent.

_____ Railway

Monday 25 July, 18____

I hereby declare that the package addressed _____

_____

contains nothing besides _____

Value _____. Net weight _____

And I hereby engage to pay carriage, custom-house and all other lawful expenses, for the said consignment, if the consignee refuses to defray the same.

Note.—The Company is entitled to the protection of the Carriers' Act "1 Wm. IV., cap. 68," in respect of the above.

Witness my hand _____

Address _____

If the parcel be intended for Belgium, the fabric with which the contents are manufactured must be described

For example, if it contains hats, it must be specified whether they are composed of felt, straw, or silk; and in the case of wearing apparel, particulars as to whether new or old must be included in the declaration.

PACKING.

Due regard should be observed in the packing of the parcels to secure them from breakage, or other damage in transit. If they are to be forwarded to Poland or Russia, they must be packed in cases enclosed in oil-cloth or canvass. The dimensions of the packages to those countries must not exceed the following, viz.—

Height 3 feet 1 inch.
Length 4 " 7 "
Breadth 2 " 6 "

Nor must they weigh more than 84lbs. each. Live animals packed in cages or baskets, are charged 100 per cent. more than ordinary parcels, and are conveyed at owner's risk.

PAYMENT.

Payment may be made by sender or consignee, except in respect of packed parcels, and parcels addressed to the Emperor of the French, which must be prepaid.

Circulars, handbills, letters (no matter whether sealed or otherwise), newspapers, or periodicals, must not be included in parcels; nor must law papers, papers of value, and prospectuses, if the weight be less than 2 lbs. Any infraction of this regulation will subject the offender to a fine varying from 150 to 3,000 francs.

DELIVERY.

Parcels for France are not admissable for conveyance, if addressed "to remain till called for."

In Austria, Bavaria, the German States, and Prussia, delivery at consignee's address is not effected. Consignee is advised of the arrival of the parcel, and the article has to remain in the depôt until applied for.

RECEIPTS.

A receipt should in every instance be obtained by senders of parcels upon delivery at the forwarding station; its production being indispensable in the event of inquiries concerning the packages to which they have reference.

INQUIRIES WITH RESPECT TO PARCELS OR GOODS.

Delay, and consequent annoyance and inconvenience, are frequently occasioned through ignorance of the proper mode of procedure as regards inquiries at Railway Stations. A box, a trunk, or other article is expected by train; the consignee "is informed of its having been sent forward." The advice might include the route, or (as is more generally the case) it does not; and there is about as much uncertainty as to whether it contains particulars of the nature of train (goods or parcels) by which it has been despatched. Delivery has not been effected; consignee makes inquiry at one

of the offices; we will, for the sake of illustration, assume the inquiry to have been made at the parcels office. He is told the article has not arrived there; and not being cognizant of the fact of the parcels and goods departments being distinct, and at most of the principal stations under separate management, the inquiry is carried no further by him. It may be argued that the clerk should advance such suggestions as may be essential for further inquiry. Granted; but sometimes it may not, in the pressure of business, occur to him to do so. It is therefore with the view to render dependence upon such contingencies unnecessary, that these remarks are offered. To carry the example still further: the negative reply is creative of the impression that the article has not reached the station, although it may perchance be then lying in the goods warehouse. The necessity, for following up the inquiry at the respective departments, is therefore obvious. When two or more Railways converge into a town, it is advisable that inquiry be extended to the stations in connection with each of them, as goods despatched by both goods and passenger trains reach places in almost unaccountable ways. If such means as are here alluded to prove ineffectual, the sender should be requested to apply at the station at which he delivered the articles, in order that the authorities there may investigate and expedite their transmission. Preparatory to the delivery of goods or parcels to a Railway Company for conveyance, they should be fully and distinctly addressed; the name of the county being added, as there are so many places bearing the same appellation; and it is advisable to affix a duplicate of the direction to the inside of the lid of the package. The utility of this precaution will be apparent in the event of the outside direction be-

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THE FORMATION OF TRAINS.

It is much the practice with the public, when collisions happen, to descant upon the principle observed in the formation of trains, and suggestions are obtruded. All of them seem to agree that a van or vans should be attached to every train; but on their position there is not an unanimity of opinion. Now the rear, and now the front, is spoken of as the place properly assignable. Others contend that both the front and the back of the train should be protected by them. Has it ever occurred to those from whom such propositions emanate, that no van is ever attached to express trains; and yet less accidents occur to express than to ordinary trains? Has it ever occurred to them that vans add to the weight of a train, and reduced speed is the effect of increased weight? The trip cannot be accomplished within the prescribed time when trains are overladen, and the addition of vans conduce to that state of things. Statistics are conclusive on the point that delays to trains operate more than any other circumstance against safe travelling. With van or parcels trains it is essential that one or more vans should be attached; and if one only is necessary, the rear is the right place for it, as the break power affixed to it might be more usefully applied there; but if two vans are required, they may (for the sake of calming the fears of the nervous) be so disposed that one of them be in immediate proximity to the engine,

and the other behind the last passenger carriage. This may be deemed a wise precaution, although in railway accidents the casualties are not confined to the first or the last vehicle, but are more often dispersed throughout the whole train.

The arrangments having reference to the "making up" or forming of passenger trains are not the same on all Railways, as shown by the following table:—

Mode.	Disposition of Vehicles composing a Train, commencing from the Engine.				
No.	1st.	2nd.	3rd.	4th.	5th.
1	Van	3rd Class	2nd Class	1st Class	Van
2	3rd Class	2nd ,,	1st ,,	Van	
3	Van	3rd ,,	2nd ,,	1st Class	
4	3rd Class	1st ,,	2nd ,,	comp'site	
5	2nd ,,	1st ,,	3rd ,,		
6	3rd ,,	1st ,,	comp'site	2nd Class	

When carriage trucks are included in a train, it is customary with nearly all Companies to place them at the extreme end; and for horse-boxes, when there are any, to intervene between them and the van or carriage which would otherwise be in the rear.

The arrangements in force in respect of goods trains are for the guard's break-vans to be the last vehicles; by this plan, the guards, who are occupants of the van, have in the event of a break-down, stoppage, or of any of the trucks getting detached, a better opportunity than would otherwise be the case of protecting their trains from others approaching from the same direction.

The wagons immediately preceding the guard's van are those destined for the most distant station, and the others are disposed in successive order, so that those for the station at which the next stoppage has to take place are, with the exception of the station truck, nearest the engine. In those trains by which combustibles are conveyed, the vehicle containing them is placed so as to be next in advance of the guard's break-van.

RAILWAY PHRASES.

All right.—Line clear.

Brake or Break.—A contrivance for preventing the revolution of the wheels, and is therefore employed to assist in reducing the speed, or to conduce to the stoppage of a train. The guard's van is likewise generally so designated, in consequence of having a brake affixed to it.

Brakesman.—A guard; the man who tends the brake.

Buffers.—Projections disposed near the four corners of engines, carriages, and wagons, to preserve a necessary distance between them.

Cant.—To raise. The operation of lifting the rails and their bearings to establish them in their proper position. This term is also applied to the highest side of a line, it being usual for one side to be slightly elevated where curves exist.

Cartage.—Commission chargeable to Railway Companies by their agents, and rebate allowed to freighters for performing the service of collecting or delivering their own goods or parcels.

Cattle Arch.—A bridge situated underneath a railroad, to serve as a communication between lands in the same occupancy, for the passage of animals from one field to another.

Cattle Bridge.—A bridge spanning a railway. It is of like adaptation to a cattle arch.

Coupling Chains.—Chains affixed to the centre of the headstocks of engines, carriages, and other vehicles whereby to connect them to each other.

Drag or ***Draw Chain.***—The primary or central coupling chain.

Side Chains.—Two of the three coupling chains. They are placed respectively on either side of the draw chain, ostensibly to supply its place in the event of its sustaining a fracture, or otherwise becoming defective. They are longer than the draw chain, and are consequently inoperative during the continuance of the effective state of the former.

Cross Bar.—A strip of wood of about four feet in length, and from nine to twelve inches wide, affixed horizontally to a high mast, to indicate to the engineman, if the line, to which it has immediate reference, is clear or obstructed. This is the principal day signal in connection with broad-gauge railways.

Crossings.—Flat pieces of iron tapering to a point (having on either side a rail termed a "guard rail"), used in conjunction with the "points."

Crossings, Level.—Those portions of a railway which intersect a public thoroughfare.

Crossings, Private.—Authorised roads on certain parts of the line which intervene between lands in the occupation of one person.

Cut off.—To detach an engine from its train, or vehicles from each other.

Damper.—An iron plate, which is placed on the top of the engine funnel, as occasion requires, to prevent the smoke escaping.

Dead Engine.—An engine which is not in steam.

Declarations.—Forms of agreement on which senders of goods have to supply particulars as to the number and description of articles which they deliver to railway companies for conveyance; they are likewise denominated consignment notes.

Detonators.—Small tin cases, sometimes made of an oblong, sometimes of a circular shape, containing fulminating ingredients. They have leaden clips affixed to them, whereby to secure them to the rails. They are intended to alarm the engineman by the loud report occasioned by their explosion upon the engine-wheels passing over them. They also bear the name of fog signals.

Distant Signal.—A signal situated beyond the confines of a station.

Driver.—The official in whom the regulation of the movements of an engine is confided.

Ease back or *Ease-up.*—A request to the driver to make a slow retrograde movement with his engine, for the purpose of its being attached to or detached from its train.

Excess Fares.—Passengers' fares due or collected out of the ordinary course, accruing through travelling in a superior class of carriage or train to that originally contracted for, or by proceeding beyond the distance authorised by the ticket held.

Excess Luggage.—Passengers' luggage which is in excess of the prescribed weight.

Fan-board.—A board, one side of which is of a red colour and the obverse green. It is fixed near the summit of a long pole, and used in conjunction with the cross-bar or mast signal.

Fuses Signal.—A long tube, filled with an inflammable substance, which is ignited and fixed in an erect posi-

tion on the line when the speed of a train is, through want of steam or other causes, so reduced as to render necessary succeeding trains being checked to prevent a collision.

Gauge.—The width of the line; an instrument by which its width is ascertained; an apparatus suspended from a frame-work over the line, under which wagons are passed to insure their contents not being stacked too high or too wide for the bridges or tunnels.

Grease Box.—A receptacle for grease to facilitate the motion of the wheels.

Hook on.—To connect engines, carriages, or waggons to each other.

Hot box.—Heated bearings caused by friction and consequent absorption of the contents of the grease-box.

Inwards.—Arrivals, whether relating to goods, parcels, or passengers.

Journals.—The extreme parts of the axles.

Lay-byes.—Lines of rails serving as depôts for the reception of rolling stock.

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Longitudinal.—A balk of timber, on which the rails are placed.

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Permanent Way.—The lines of rail and intervening spaces.

Permanent Way or Maintenance Men.—See Packers.

Pilot Engine.—An engine employed in the station-yard for the time being, or held in readiness to be despatched in search of, or to assist other engines.

Plate-layers.—See Packers.

Points.—Movable rails, constructed and disposed to admit of the divergence of rolling stock to a parallel line or siding.

Pointsmen.—Those officers who have charge of the levers or switches by which the points are acted upon.

Platform Wedges.—Pieces of wood of a size and shape adapted to facilitate the use of the hand-truck in loading and unloading heavy goods.

Rolling Stock.—Engines, carriages, wagons, horse-boxes, &c.

Semaphore Signals.—Masts or poles having two movable strips of wood, or arms, each of which being used for the protection of a line; and by alternating their position, made to denote three distinct signals, viz.:—All right—Caution—and Danger.

Single Line.—One line of road used for transit of trains in both directions, *i.e.* up and down.

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Stoker.—The engine-driver's assistant.

Switchman.—See Pointsman.

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